

**CHESTERFIELD BOROUGH COUNCIL**

**LOCAL PLAN: CORE STRATEGY**

**2011 – 2031**

**Adopted 24<sup>th</sup> July 2013**

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## Foreword by Executive Member for Planning



Dear Reader,

The Chesterfield Borough Local Plan: Core Strategy sets out our proposals for the development and use of land in Chesterfield for almost 20 years. The Strategy outlines our vision of what the Borough will look like in the future.

The document reflects our determination to respond to the current economic situation by creating new opportunities for growth and regeneration. We need to ensure that there is an increase in good quality housing, jobs and training. Derelict land needs to be brought back into use.

The Council is equally committed to ensuring the policies and plans will continue to improve our environment and meet the challenge of climate change. Our aspiration is for Chesterfield to become a flagship sustainable community, while retaining what makes our Borough special. From the lively activity of Chesterfield Market and town centre to the tranquillity of Holmebrook and Poolsbrook Country Parks.

We want to protect our green spaces and maintain green gaps between our communities to stop them coalescing.

Chesterfield can feel proud of its planning achievements over the last 20 years with the construction of the Vicar Lane shopping centre, the building of the Dunston and Tupton Innovation Centres and the major new leisure facilities – Staveley Healthy Living Centre and the Chesterfield Football Club stadium.

The broad policy framework established in this Core Strategy will be further developed through the preparation of other Development Plan Documents, Supplementary Planning Documents and Development Briefs for individual sites such as the Staveley and Rother Valley Corridor. Together these documents will provide an effective means of managing development.

The Strategy has been subject to extensive consultation of local residents and businesses. I would like to thank everyone who has contributed to the development of the Core Strategy. I am confident that the hopes and aspirations of the local community have been reflected.

I believe the Strategy provides a sound basis for the future and will make Chesterfield a place that people wish to live, work and visit.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'T. F. Gilby'.

**Councillor Terry Gilby, Deputy Leader and Executive Member for Planning**

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## 1.0 Introduction

- 1.1 Welcome to the Chesterfield Borough Local Plan: Core Strategy. Over the next fifteen to twenty years, the borough will have many challenges to face. This includes providing new housing and jobs, securing infrastructure and facilities for residents and visitors, in a way that helps us adapt to a changing climate. The planning system has a key role in helping to manage these changes and helping to reduce the impact on our borough and its residents. As the local planning authority, the borough council's main way of doing this is through the production of the Local Development Framework (LDF).

### **What is the Local Development Framework?**

- 1.2 Up to now we have had a local plan covering the period up to 2016 to guide the development of the borough. We are now required by government to produce a Local Development Framework (LDF) which is broader than the local plan. This means that we must look at wider social, environmental and economic considerations when planning for the future. The LDF policies, together with national policy guidance, will form the basis for planning decisions in the borough to 2031. Most of the policies within the 2006 Local Plan have been saved to continue to provide the basis for planning decisions until replaced by new policies and documents within the LDF.
- 1.3 A Local Development Framework is a 'folder' of documents that outlines how spatial planning will be implemented, managed and monitored within the local area.
- 1.4 The Chesterfield Borough LDF will contain:
- Local Plan: Core Strategy
  - Local Plan: Sites and Boundaries
  - Statement of Community Involvement
  - Staveley and Rother Valley Corridor Area Action Plan
  - Supplementary Planning Documents
- 1.5 The LDF will be used to shape decision-making by the borough council both in terms of investment and in the determination of planning applications. It will also influence other public sector bodies and private organisations in their decision making and investment plans for the borough.

### **What is the Local Plan: Core Strategy?**

- 1.6 The Local Plan: Core Strategy (referred to hereafter as the Core Strategy) provides the overall spatial strategy for the LDF. It sets out why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. It provides the basic principles and policies that will steer development and the use of land. It establishes the overall general scale and location of development, and the approach to the key issues facing the Borough. The Core Strategy covers the period from its adoption to 2031.

- 1.7 The Core Strategy is the foremost Development Plan Document (DPD) within the Local Development Framework. All other DPD's must be in line with the Core Strategy.

### **How has it been prepared?**

- 1.8 The Core Strategy has been developed by the Council over the past four years. We did not start with a blank canvas, we took account of government guidance, as well as the outcomes of engagement activity that has taken place so far to shape the Core Strategy. We have also carried out and commissioned technical background work to help inform the process.
- 1.9 The Localism Act 2011 introduced a duty for local authorities to consult and engage with its neighbouring councils. Chesterfield Borough has worked closely with its neighbouring authorities and other stakeholders to assist the production of its Local Development Framework. It has worked with the other members of its housing market area to produce its Strategic Housing Market Assessment 2007 and a methodology to guide the production of its Strategic Housing Land Availability Assessment. It has worked with other authorities in Nottinghamshire and Derbyshire to produce the East Midlands Northern Sub-region Employment Land Review 2008 and scenarios to estimate dwelling requirements for 2008 household projections. Officers of the local authorities in the housing market area meet regularly to discuss issues arising from the progress on individual LDF documents. Chesterfield Borough has also developed consultation and engagement with the Sheffield City Region as it has developed.
- 1.10 It is essential that key issues like housing and employment are discussed jointly in the future, to find solutions that are compatible with and not exclusive of the development strategies of adjoining councils, particularly in respect of strategic issues such as development along the A61 corridor south of Chesterfield and Markham Vale.

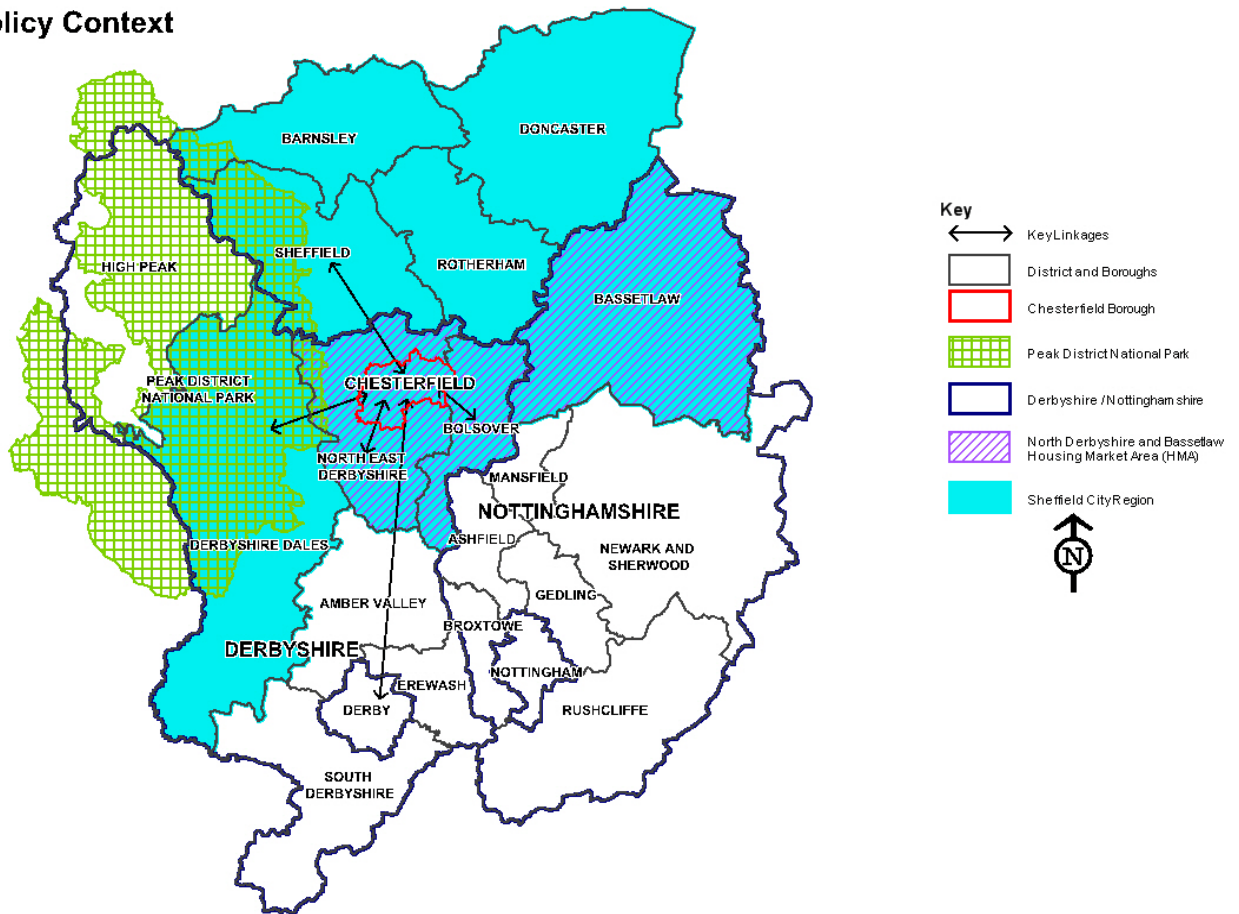
### **The Policy Context**

- 1.11 The Core Strategy has been prepared within the strategic policy context of the East Midlands Regional Plan (2009) and is in general conformity with it. Whilst the government's intention to abolish Regional Plans was formalised in the Localism Act 2011, at the time of publication the East Midlands Regional Plan remained in place pending further legislation, and was therefore still relevant. The Regional Plan was formally revoked in April 2013. The strategic context has been replaced by a Local Strategic Statement (LSS) prepared by Chesterfield Borough Council following consultation with neighbouring authorities within the East Midlands Northern Housing Market Area. The Core Strategy is consistent with the evidence base of the East Midlands Regional Plan (2009) which will continue to be relevant, and national planning policy, as expressed within the National Planning Policy Framework, Circulars and Ministerial Statements. The full range of national planning guidance can be found at [www.communities.gov.uk/planningandbuilding](http://www.communities.gov.uk/planningandbuilding).

- 1.12 In October 2010 the Sheffield City Region Local Enterprise Partnership (LEP) was one of 24 LEPs to receive approval in the government's white paper 'Local Growth: Realising Every Place's Potential'. The City Region covers the economic area formed by the local authorities of Barnsley, Bassetlaw, Bolsover, Chesterfield, Doncaster, North East Derbyshire, Rotherham and Sheffield. The Peak District National Park Authority and Derbyshire Dales District Council are associate members of the LEP board. Derbyshire County Council and Nottinghamshire County Council are part of the Sheffield City Region (SCR) but are not members of the Sheffield City Region LEP. Chesterfield Borough is also part of the Derby City, Derbyshire, Nottingham City and Nottinghamshire LEP (D2N2).
- 1.13 The Sheffield LEP sees Chesterfield as the key employment centre in the south of SCR, a high quality centre linked to Sheffield and the East Midlands via the A61 corridor where there is potential for growth. It is considered as a gateway to the Peak Park and to London, via the Midland mainline. Along with Markham Vale, the A61 Corridor to Clay Cross provides strategic potential for economic development in the City Region. This involves in part capitalising on and regenerating, as appropriate, existing places, including Chesterfield, and the development of strategic sites such as Chesterfield Waterside and the former Staveley Chemical Works. As of April 2012, Markham Vale also forms part of the Sheffield City Region Enterprise Zone, which seeks to encourage growth in the advanced manufacturing sector within the M1 corridor in North Derbyshire and South Yorkshire.
- 1.14 Within the Sheffield City Region, at a sub-regional level Chesterfield Borough is part of the East Midlands Northern Housing Market Area. A number of evidence base reports cover this area, particularly in relation to housing need and demand.

## Diagram 1: Sub-regional Policy Context

### Policy Context



- 1.15 Chesterfield is also within the county of Derbyshire, so that a series of documents relating to Derbyshire are also relevant. The Third Local Transport Plan for Derbyshire covers the period from April 2011 to 2026, and sets out a transport planning policy framework and strategy for the delivery of local transport measures. The Derbyshire Minerals and Waste Development Framework provides planning policy for minerals and waste development in Derbyshire. Derbyshire County Council is currently working with Derby City Council to prepare a new Derby and Derbyshire Minerals Plan (due to be adopted in 2013) and a new Derby and Derbyshire Waste Plan (to be adopted in 2012). These documents will set out sites and/or areas for minerals and waste development, such as Mineral Safeguarding Areas, and Mineral Consultation Areas some of which could be within the borough.
- 1.16 The Core Strategy acts as a key implementation mechanism for the Derbyshire Sustainable Community Strategy and more locally the Chesterfield and North East Derbyshire Sustainable Community Strategy, prepared by the respective Local Strategic Partnerships. The Local Development Frameworks, and in particular the Core Strategy for each local planning authority, is the process through which priorities of the Sustainable Community Strategies with a spatial or land use focus will be delivered.



- 1.17 Other local strategies and policies considered in the preparation of the Core Strategy include the Economic Development Strategy for Bolsover, Chesterfield and North East Derbyshire 2009-2014, Chesterfield Greenprint 2010, the current Chesterfield Borough Council Corporate Plan and the 'State of the Borough' report 2010. These documents are available at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase).
- 1.18 The borough recognises that there are several development issues that cross administrative boundaries. Officers from the neighbouring authorities including the county council have meet on a regular basis throughout the period of gathering the evidence base and development of the Core Strategy. Issues around housing employment and traffic have been investigated and discussed in depth. Developments within the area and adjoining districts will give rise to cumulative impacts on M1 junctions and key roads in the highway network, such as the A61. It is essential that these and other issues will continue to be discussed jointly in the future. In particular, this will necessitate establishing clear protocols for joint working to ensure a cooperative approach to modelling the impacts of development proposals on the highway network using the most up to date facilities available and identifying an equitable approach across administrative boundaries that enables the strategies of all councils to be delivered through the implementation and funding of essential mitigation measures.

### **Consultation**

- 1.19 The Core Strategy has been developed in several stages. The first stage was called 'scoping', and this is when the borough council started to consult with stakeholders and the local community. This early broad-brush consultation informed the development of Issues and Options for the Core Strategy, which were consulted on between June 2009 and September 2009. The local community and other key stakeholders were asked for their views on 4 options for development within the borough. The outcome of this consultation showed that the most strongly supported spatial strategy approach is one which focuses on concentrating development in accessible locations within the main towns and settlements and in areas that need regeneration.
- 1.20 Work then focussed on refining the preferred spatial approach, and making sure any issues raised during earlier consultations were covered. Further consultation took place during 2010/2011 with stakeholders including the Community Forums, Staveley Town Council and Brimington Parish Council and the Local Strategic Partnership groups. The full details of all the consultation and engagement activity are compiled in the Statement of Consultation which can be found at [www.chesterfield.gov.uk/corestrategy](http://www.chesterfield.gov.uk/corestrategy).

### **Evidence Base**

- 1.21 A considerable amount of information has been collected to provide the basis for preparing the Core Strategy. Some of this is from existing sources such as the National Census 2001 and the Index of Multiple Deprivation,

drawn together in the borough council's 'State of the Borough Report 2010'. However, a significant amount of information was obtained through research commissioned by the Council or undertaken in-house. This is available through the borough council's web site at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase) or can be viewed at the borough council's offices. The information, often called the 'evidence base', has been used to help identify the issues facing the borough and to test different solutions, or options. Reference is made to the evidence throughout the Strategy, and a list of documents at the time of publication can be found at Appendix F.

- 1.22 The Core Strategy is subject to a Sustainability Appraisal (SA), which incorporates the requirements of Strategic Environmental Assessment (SEA) and the screening under the European Habitats Regulations. It provides a means to assess the economic, social and environmental effects of the strategies and policies of the LDF from the outset of the plan preparation process. A copy of the SA summary can be found in Appendix D. The full Sustainability Appraisal Report can be viewed at [www.chesterfield.gov.uk/corestrategy](http://www.chesterfield.gov.uk/corestrategy).

### **How do I use the Core Strategy?**

- 1.23 The Core Strategy is divided into six chapters. The first two help set the context, introducing the Core Strategy, the wider planning context and outlining the unique 'Spatial Portrait' of the borough. Chapter 3 sets out the Vision and Objectives which we will use to plan our borough. Chapter 4 outlines the Spatial Strategy for Chesterfield Borough setting out the location and amount of new development. Chapter 5 contains all the Core Policies covering different issues such as delivering housing, and climate change. Chapter 6 includes policies for specific areas within the borough, where a particular place-making policy is required.
- 1.24 The remaining sections in the appendices show our commitment to making it all happen. This includes infrastructure delivery, monitoring and implementation, which are key aspects of the Core Strategy, and will show that our policies are meaningful and achievable. They are crucial to the successful delivery of the spatial vision and spatial objectives set out in the Core Strategy.
- 1.25 By its very nature, the elements of this Core Strategy are interrelated. The strategy needs to be considered, and delivered, as a whole approach. This Core Strategy replaces some of the policies still being used from the local plan (adopted 2006) (see [www.chesterfield.gov.uk/planning](http://www.chesterfield.gov.uk/planning)). The remaining local plan policies will be replaced by the Local Plan: Sites and Boundaries.

## 2.0 A Picture of Our Borough

- 2.1 The borough of Chesterfield is located in north eastern Derbyshire approximately 5 miles from the southern edge of Sheffield and on the eastern edge of the Peak District. Chesterfield is the largest town in the administrative county of Derbyshire and, along with the surrounding settlements, forms the main centre in northern Derbyshire in terms of jobs, industry and services. Chesterfield railway station is on a main line to London and the M1 passes through the east side of the borough where junction 29A is located. The borough is well served by the bus network, both local services and regular services to the closest cities and towns such as Sheffield, Derby, and Nottingham. Chesterfield Coach Station also provides good services to towns and cities throughout England, including Manchester, East Midlands Airport and the London airports.
- 2.2 The population of the borough of Chesterfield is 101,200 (based on the latest ONS 2010 projection) and is projected to rise to 110,300 by 2031. The borough has an area of about 6,600 hectares. Its main settlements are Chesterfield, Staveley and Brimington. The borough has other distinctive settlements, some of which (for example Hasland and Newbold), function like suburbs of Chesterfield or Staveley whilst having their own identities and sense of place. Other settlements, for example Barrow Hill and Duckmanton, function more like separate villages.
- 2.3 Over 48,000 people work in the borough as a whole, almost 20,000 of them being in-commuters (source 2001 census). Chesterfield borough has experienced a long and difficult period of structural economic change. The economy of the borough as a whole has seen considerable investment and regeneration activity, but there are however, still significant pockets of deprivation.
- 2.4 Whilst thought of as an urban area, almost half of Chesterfield borough is open space and open countryside containing rivers/canal corridors, parks, farmland, hedgerows and woodland. There is considerable variety in the character of the borough's landscape ranging from estate and coalfield village farmlands to riverside meadows and wooded hills and valleys. Whilst some of this landscape is fragmented and scattered it assumes a greater significance, surrounded as it often is by urbanisation. At the same time, extensive land renewal projects have created new landscapes particularly along the river valleys, for example Poolsbrook Country Park. There is a legacy of mining in the north Derbyshire area, and surface coal resources are present across the borough.

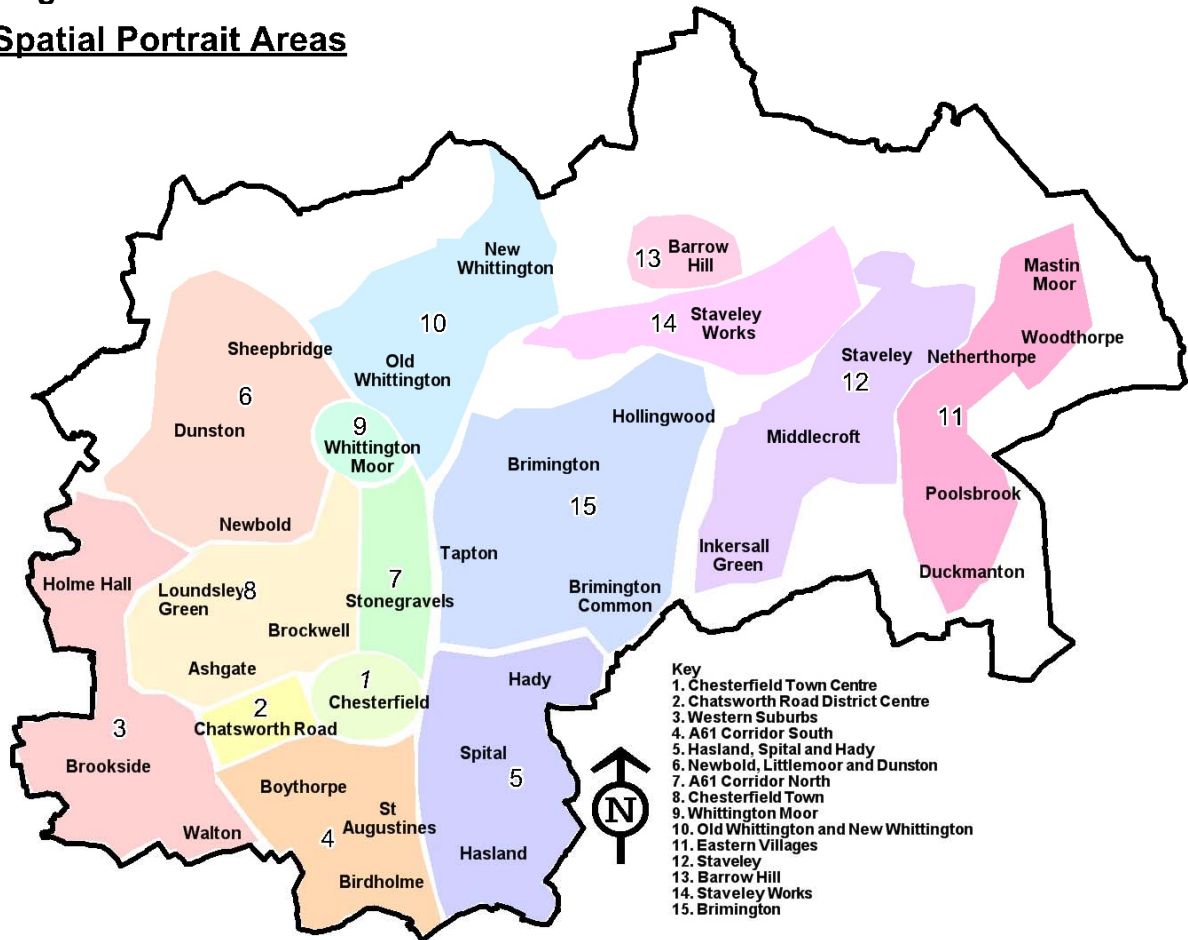


### **Areas of the borough**

- 2.5 Due to the diverse character of the borough there are a great variety of issues facing its communities. In order to best set out a picture of our borough, we have grouped areas according to the presence of common characteristics, including the prevailing economic, social and environmental conditions. As a result of this process 15 distinct areas within the borough have been identified and are shown on diagram 2 below:

Diagram 2

**Spatial Portrait Areas**



**Chesterfield**

2.6 **Chesterfield** is a sub-regional centre for shopping and services, administration, culture, education and business. Employment areas have been developed in several areas including Storforth Lane, Sheepbridge, and Whitting Valley. Some of these places were occupied by heavy industries up until the 1960s. This employment, together with the non-industrial jobs in service activities, make the borough an economic hub for a wide area. The further education available at Chesterfield College, health care at the Royal Hospital and the cultural venues and sport and leisure facilities, also give the town a significant part to play in the lives of communities across north eastern Derbyshire, the Peak District, Amber Valley and the southern parts of Sheffield City Region.

2.7 Chesterfield town itself is the largest town in Derbyshire, and 7 million people live within a 1 hour drive of the town. It had a population of 71,408 in the 2007 estimates, a figure which includes the two distinct communities of Old Whittington (4,167) and New Whittington (4,493). In 2010 the areas of most concentrated deprivation in Chesterfield (in the top 10% of most deprived areas in England) were in Loundsley Green East and Birdholme. Birdholme and Loundsley Green are also within the top 10% of most deprived areas in terms of employment, health and disability, and income deprivation. In addition, Birdholme suffers from education and skills deprivation. Both

communities benefit from community activity. Birdholme has a successful community garden (Hunloke Centre) and Loundsley Green benefits from a strong community hub with an active development trust.

- 2.8 **Chesterfield Town Centre** is most well known for its parish church of St, Mary and All Saints ('The Crooked Spire'), Market Square and Market Hall. The town centre is sited above the flood plains of the rivers Rother and Hipper, which lie to its east and south. The market is well used and attracts visitors from far afield, which benefits the shopping streets around it. The medieval origins of the centre are still apparent in its layout and street names, but it also has a good range of 19<sup>th</sup> century and early 20<sup>th</sup> century buildings contributing to the historic setting. In keeping with its daytime role the town centre is a major hub for bus services in the sub-region. Cultural venues, such as the Winding Wheel and the Pomegranate Theatre provide a range of high quality events and entertainment. Queens Park and leisure centre offer both formal and informal sport and leisure opportunities.
- 2.9 The town centre is a sub-regional centre for shopping and culture and has a very active evening economy, which currently is mainly focussed on pubs and clubs. This can partly account for the high level of under 18's being admitted to hospital with alcohol related admissions. In 2007/08, Chesterfield Borough had the highest rate in the county of all ages alcohol-related hospital admissions, and this has been increasing (Derbyshire PCT Joint Service Needs Assessment 2009). The town centre is one of two areas in the borough to be within the 10% most deprived areas in England in terms of crime and disorder. However, community safety initiatives have been making improvements to the town centre. A Town Centre Masterplan completed in 2009 with the participation of town centre users, businesses and residents has drawn attention to a range of potential improvements, with particular attention to the way people arrive, move around and pass through the town centre. The railway station to the east plays an important part, while the planned Northern Gateway redevelopment and the Waterside development straddling the River Rother to the north east will bring significant changes to this pattern.
- 2.10 **Chatsworth Road District Centre** stretches westwards from the town centre along the A619 and is a corridor with a mixture of uses. There is a mixture of housing, employment, shops, pubs and other community facilities providing for the day to day needs of local residents, in addition the centre is evolving as an area for local and specialist shops, restaurants and cafes. The road carries a heavy burden of through traffic. Congestion and poor air quality are a problem and the environment for shoppers, pedestrians and cyclists could be improved. There is also an identified flood risk arising from the River Hipper to the south-west and the Holme Brook joining from the north at Brampton. The planned redevelopment of historic industrial areas (previously home to various mills, predominantly for paper manufacturing) is more complex as a result of the constraints and characteristics highlighted above.
- 2.11 As an approach to the town centre from the direction of the Peak District National Park, Chatsworth Road is an important gateway route. Likewise it can be viewed as a gateway to the Peak, potentially benefiting from the flow of

visitors heading for that destination. Bus services have a good frequency, but have to compete with these flows and with the congestion described above.

- 2.12 Chesterfield's **Western Suburbs** of Holme Hall, Brockwell, Ashgate, Brampton, Brookside and Walton are largely residential areas built around the valleys of the Holme Brook and the river Hipper. Both valleys form important green wedges and there is a good distribution of parks, playing fields and woodlands, with Holmebrook Valley park being the largest green space. This western side of the town directly abuts the countryside in neighbouring North East Derbyshire, most of which is designated as Green Belt to preserve its openness. There are pockets of land within the western suburbs of the borough which are indicated as a primary area of multiple environmental sensitivity by Derbyshire County Council.
- 2.13 Community facilities serving residents are generally available across the area. However some wards, including Walton in the west of the borough have limited provision. Walton ward does benefit from facilities in neighbouring wards and has access to good public transport links. This part of the borough, along with Linacre ward, has the highest levels of car ownership, the highest levels of people with higher qualifications and the lowest levels of deprivation in the borough. There are however, pockets of deprivation within the western suburbs. The community of Holme Hall in Loundsley Green West has high levels of deprivation in terms of health and disability, employment and income deprivation (within the top 10% of most deprived areas in England). South Brampton also suffers from employment deprivation.
- 2.14 There are few employment opportunities in this part of the borough, but regular bus services give access to other parts of the borough where jobs are located and also provide relatively good access to more centralised community facilities.
- 2.15 The **A61 Corridor South** is another gateway route to the town centre. It is mainly residential, with Birdholme, Grangewood, St Augustines and Boythorpe on the western slopes of the Rother valley and parts of Hasland to the east. Employment areas adjoin the river at Turnoaks Business Park and Storforth Lane. Through traffic adds to the flow of local and town centre vehicle users in this restricted corridor, leading to problems of congestion. Residents, pedestrians, cyclists and public transport users all suffer poor air quality and environment along Derby Road as a result. These effects and the congestion are exacerbated whenever there are traffic flow problems on the M1, as the A61 acts as a diversion route for many users.
- 2.16 In this corridor the River Rother acts as a partial green route, but it brings with it significant flood risk in the St Augustines area where there is a risk of it breaching flood defences in extreme conditions. The flood control measures being included in the forthcoming redevelopment of the Avenue Works site upstream to the south (in North East Derbyshire) offer the prospect of this risk being reduced.

- 2.17 **Hasland, Spital and Hady** form the south eastern part of Chesterfield. Hasland is a distinct community on the east side of the Rother valley with a well-established local centre providing a wide range of services, a secondary school, a primary school and a fine recreation ground and community hall. Good daytime bus services connect it to Chesterfield Town Centre and the southern A61 corridor. On its south side Hasland borders directly on to the Green Belt in neighbouring North East Derbyshire and some of the Green Belt also takes in land within the borough adjoining the Hasland Hall housing estate. The north eastern part of Hasland is within the top 10% of most deprived areas in England in terms of health and disability.
- 2.18 To the north of Hasland and separated from it by the dual-carriageway A617, are Spital and Hady. The divide is emphasised by a wedge of open land on either side of the Spital Brook. Where the Spital Brook joins in to the River Rother near Horns Bridge and the River Hipper does the same from the west, there is a significant flood risk and the combined flows breach flood defences in extreme conditions.
- 2.19 Neither Spital nor Hady have a local centre as such, though both benefit from a number of community facilities including Hady primary school. Frequent bus services along the A632 and on Spital Lane make most facilities relatively accessible for residents. The Royal Hospital between Hady and Calow provides a wide range of medical services and employment opportunities. To the north Hady has the green setting of fields and the golf course on either side of Crow Lane. Congestion occurs on both the A617 and the A632 at rush hours, leading to poor air quality.
- 2.20 **Newbold, Littlemoor and Dunston** occupy low hills and their slopes on the west side of the Rother valley. The older of the settlements, Newbold, has a more varied character and community facilities loosely grouped in a local centre with a village character. All three areas have frequent bus services.
- 2.21 Dunston lacks a specific local centre but parts are relatively close to Whittington Moor district centre and to the local centre at Littlemoor. The fairly uniform character of Dunston reflects the fact that most of the houses here were developed at the same time during the late 1950s and the 1960s. Dunston is within the top 10% of most deprived areas in England in relation to employment deprivation. The landscape to the north and west of Dunston is indicated as a secondary area of multiple environmental sensitivity by Derbyshire County Council (available at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase)).
- 2.22 Sheepbridge and The Brushes have a character of their own, being a mixed collection of houses and businesses beside the B6067 Sheffield Road in the valley of the River Drone, surrounded by Green Belt. West of the A61 dual carriageway, Chesterfield Trading Estate at Sheepbridge is currently the borough's largest concentration of industrial premises. Many of the buildings are for manufacturing and they are sited on land in the valley of the Barlow Brook once occupied by foundries, mines and wagon works. The wooded setting gives this area a sense of separation from neighbouring communities.



The Peak Resort leisure and tourism development, which was granted planning permission in the early 1990's, will alter the character of this area in the north west of the borough, and provide many jobs when completed.

- 2.23 The **A61 Corridor North** extends from Chesterfield Town Centre up to Whittington Moor. It is a continuation of the valley of the River Rother and, like the southern section, it has the river, the A61 and the mainline railway all running close to each other. Stonegravels, Highfield and Newbold Moor are all established residential areas mostly to the west of Sheffield Road, served by the recently upgraded Highfield Community School. Stonegravels is within the top 10% of most deprived areas in England in relation to employment deprivation and health deprivation and disability.
- 2.24 Bus services are good along Sheffield Road, the B6057 and also on several routes through the housing on its west side. Employment is focussed in the lower parts of valley beside Sheffield Road, the A61 the river and the railway. The very large mixed-use regeneration project called Chesterfield Waterside has planning permission here.
- 2.25 Flood risk is a major concern beside the Rivers Whitting and Rother and surface water runoff from the Old Whittington hillside also gives regular problems. Traffic congestion, particularly at rush-hours leads to poor air quality beside the A61.
- 2.26 **Whittington Moor District Centre** is two miles north of Chesterfield town centre, consisting of a mix of shops, services and food and drink venues fronting the Sheffield Road for about half a mile. Other shops and businesses to the south add to the level of activity. During 2009 and 2010 redevelopment of the adjoining site of the former Dema Glassworks brought a new Tesco superstore and a new Chesterfield football stadium (b2net Stadium), introducing new visitors and patterns of use to Whittington Moor.
- 2.27 The district centre has an identity of its own, with a broad main street, (Sheffield Road) running through it, lined by some characterful late 19<sup>th</sup> century and early 20<sup>th</sup> century buildings. Bus services are good along Sheffield Road, the B6057.
- 2.28 **Old Whittington and New Whittington** are communities sited on the hills and hillsides to the west of the River Whitting and to the north of the River Rother. On their north side they adjoin farmland which is in the Green Belt. Both communities have primary schools and small local centres and have good bus services on the B6052 linking them to Chesterfield, Whittington Moor and Eckington. They are less well linked to the communities to the west and south, however, although Old Whittington has areas of employment immediately adjoining to the west and south west. Parts of Old Whittington suffer from high levels of deprivation in terms of education skills and training, health and disability, and employment (within the top 10% most deprived nationally). The middle of Old Whittington has the character of a village centre and has a medieval church.

- 2.29 The hillsides between the centre of Old Whittington and the River Whitting are steep, with industrial development on the lower land nearer the river. There is housing in close proximity to the river in the Holland Road area of Old Whittington. In this area there is a problem of surface water runoff combined with a risk of the River Whitting breaching its banks.
- 2.30 New Whittington has a more industrial history, associated with a notable glassworks in the 18<sup>th</sup> and early 19<sup>th</sup> centuries and with the Staveley Ironworks area in the 19<sup>th</sup> and 20<sup>th</sup> centuries. A strategic green wedge separates New and Old Whittington. Green wedges also separate New Whittington from Barrow Hill and Old Whittington from Sheepbridge and The Brushes.

### **Staveley**

- 2.31 **Staveley** is a small town on the eastern side of the borough. The town is set above the southern edge of the valley of the River Rother, with views of the higher land in Bolsover to the east, the Green Belt to the north and the more distant Peak District beyond Chesterfield.
- 2.32 Staveley is a strong, independent community with its own town council, which also covers several smaller settlements. The population of the whole Town Council Area (the wards of Lowgates and Woodthorpe, Middlecroft and Poolsbrook, Hollingwood and Inkersall, and the village of Barrow Hill) is 18,024 (2007 estimates). Staveley town itself (excluding the outlying settlements of Barrow Hill, Mastin Moor, Woodthorpe, Poolsbrook and Duckmanton) has a population of 12,174 (2007 estimates).
- 2.33 Areas once occupied by collieries (particularly Ireland Colliery) to the east of the town have been made an important location for jobs once again, as well as being transformed by environmental improvements and reclamation as seen at Pools Brook Country Park. The caravan park at Pools Brook Country Park is attracting an increasing number of visitors to the area.
- 2.34 Several parts of Staveley have problems of deprivation and high unemployment. These are at Middlecroft and at Hollingwood and Inkersall, but also at the smaller communities of Poolsbrook and Duckmanton, Mastin Moor and Barrow Hill. Barrow Hill and Poolsbrook suffer from multiple deprivation. The smaller communities are all at some distance from the services to be found in Staveley town centre and have only a limited range of community facilities themselves. They are therefore dependent on public transport to reach the town centre and destinations like the secondary schools at Middlecroft and Netherthorpe.
- 2.35 Several strategic green breaks separate Staveley from adjoining settlements. Hollingwood, Ringwood and Brimington Common are divided from it by West Wood and Ringwood Hall, which provide a wooded landscape setting on the east side of Inkersall contrasting with the more open countryside of Brimington Common. The openness of the valley of the River Rother on the north side of Staveley provides a green setting for the historic centre of Staveley.

- 2.36 **Staveley Town Centre** is a historic centre with a prominent church, the Grade II listed local landmark of Staveley Hall, and other historic buildings. It fulfils a role for shopping and community facilities which has been enhanced recently by the new 'Healthy Living Centre' which includes a variety of health and leisure activities and facilities including a swimming pool. It is well-placed on the bus network. A study of the town centre completed in 2009 recommends a series of improvements which have been discussed with the local community.
- 2.37 Traffic on the busy A619 currently skirts close to the town centre, making a barrier for pedestrians and increasingly causing air quality problems to the west of the town centre. A loop road is being built around the north of the town to try to reduce both these effects and some of the effects of extra traffic likely to result from the Markham Vale development.
- 2.38 **Barrow Hill** is a smaller, separate settlement formerly closely associated with employment in the Staveley Works complex. It has Green Belt to north, west and east and the landscape to the north, east and west is indicated as a secondary area of multiple environmental sensitivity by Derbyshire County Council. Although its nineteenth century heritage is still visible in some attractive buildings and at the unique, working railway roundhouse, the village itself now is challenged with deprivation and high unemployment. Barrow Hill is within the top 10% of most deprived areas in England in terms of multiple deprivation, employment, health and disability, education skills and training. Public transport links are not particularly regular or convenient, increasing the difficulties for residents seeking employment and the use of facilities in other areas of the borough. In recent years community facilities there have dwindled.
- 2.39 In the **Staveley and Rother Valley Corridor** beside the River Rother to the north of the town, over 150 hectares of former industrial land was once occupied by foundries, coal and chemical works. It now contains only a handful of active businesses, (principally pharmaceuticals) with around 60 jobs. Most of the vacant land is derelict and a planning study involving neighbouring communities is under way to assess the feasibility of a range of remediation schemes and new uses. The River Rother and the Chesterfield Canal are important green links through the Staveley and Rother Valley Corridor which bring with them some risks of flooding. Where the Rother flows out of the borough northwards towards Eckington, flood control measures at Slitting Mill are identified as at risk of breaching in extreme conditions.
- 2.40 The **Eastern Villages** are four smaller settlements separate from the rest of the urban parts of the borough. These are Mastin Moor, Woodthorpe, Poolsbrook and Duckmanton, all of which flourished when employment was available locally in the coal mines. The last of these local mines, Markham Colliery and the nearby Bolsover Colliery, eventually closed in 1993. Since then three of the four communities have faced similar difficulties to those of Barrow Hill in respect of deprivation and high unemployment, the exception being Woodthorpe. Services have dwindled in all four, but Mastin Moor and Duckmanton are relatively well-served by public transport. Mastin Moor and Duckmanton are both characterised by social housing, with most homes being

of one size and tenure, resulting in social imbalance and not meeting the diverse needs of local people. Duckmanton is the only area in the borough apart from Chesterfield Town Centre to be in the top 10% most deprived areas in England in terms of crime and disorder, and Poolsbrook suffers from multiple deprivation. Between Duckmanton and Poolsbrook the Erin Void landfill site is expected to be active for many years to come. Its completion as soon as possible, and satisfactory operation in the meantime, is a high priority for neighbouring communities.

- 2.41 To the south east of Staveley the significant Markham Vale employment development is currently taking shape, around the new motorway junction 29A built specifically to serve it. This development of sub-regional importance which became part of the Sheffield City Region Enterprise Zone in April 2012 also takes in parts of Bolsover and North East Derbyshire districts, totalling an area of about 127 hectares over all three districts including landscaping and infrastructure. Old railway lines passing through the site give it valuable potential to be served by freight and passenger rail links. The development will eventually provide many employment opportunities and will be a major focus for commuting. In the medium to long term, national and local policies to reduce travel may make more people wish to live closer to this centre for employment.

### **Brimington**

- 2.42 **Brimington** is a separate community with its own parish council and distinct identity, separate from that of Chesterfield and Staveley. Although they are close to the main built-up area of Brimington, Tapton and Brimington Common and Hollingwood have the character of distinct communities. This area has a green setting, with the corridor of the River Rother and Chesterfield Canal to the west and north and with green wedges separating it from Chesterfield and Staveley, including West Wood and Ringwood Hall. The latter provide a wooded landscape setting which contrasts with the more open countryside of Brimington Common and Tapton Park and Golf Course to the south and west.
- 2.43 The total population of the whole parish is 10,023 (2007 estimates). Brimington has extensive areas of housing and a local centre with a good range of community facilities, but little employment. The A619 which runs through the centre of the village carries heavy concentrations of through traffic using junctions 30 and 29A on the M1, but also travelling between Chesterfield and more easterly parts of Derbyshire and Nottinghamshire. South of Brimington Common, the Royal Hospital is Chesterfield's biggest employer and has a significant traffic and landscape impact.

## **Challenges and Opportunities**

- 2.44 From looking in detail at our borough it is evident that there are a number of key issues, some represent both challenges and opportunities that the Core Strategy will need to address.

### **Climate Change**

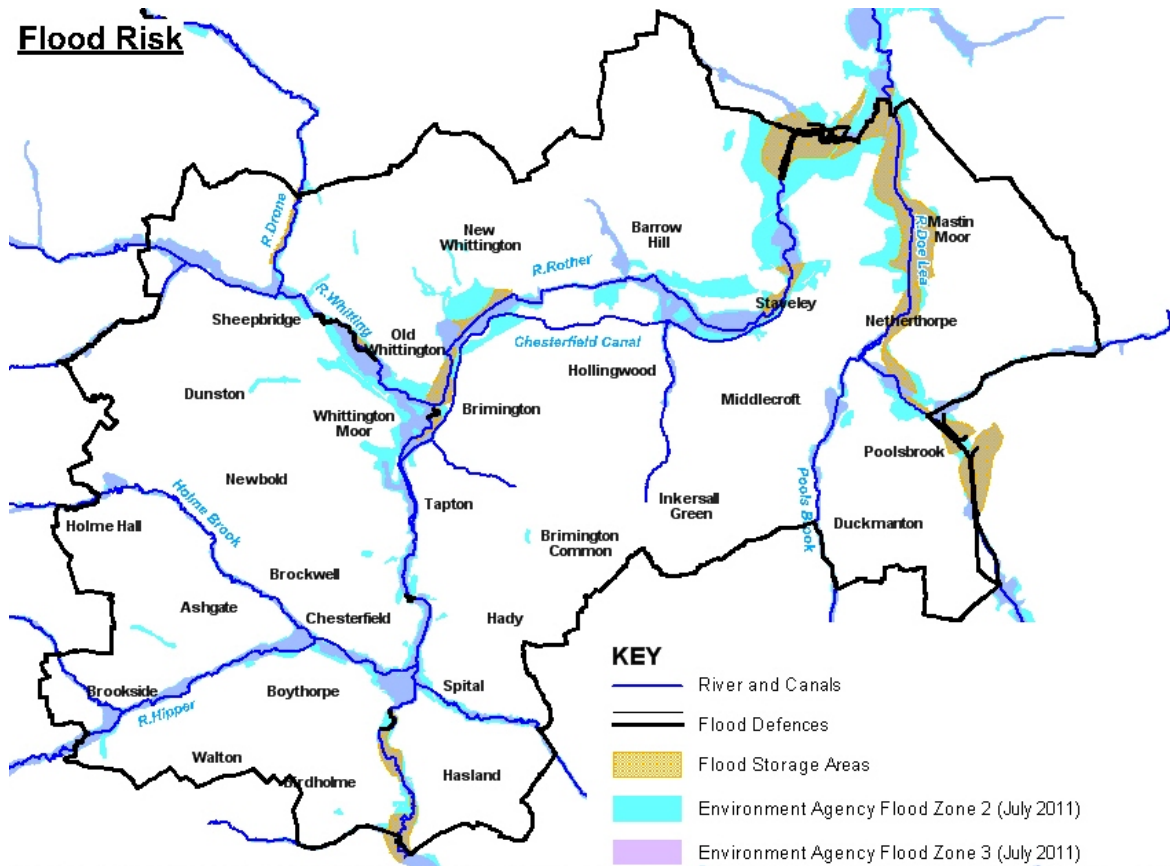
- 2.45 Reducing CO<sub>2</sub> emissions and finding better ways to adapt to a changing climate are both hugely important issues for the borough, for our residents, businesses and for our natural environment and wildlife. Protecting and enhancing the network of green spaces in the borough is one of the main ways of helping to cope with climate change. However, it should be recognised that there may still be potential impacts on the landscape, such as an increase in river flooding, soil erosion and storm damage. It is important that the council mitigates these potential impacts by promoting sustainable flood management, increasing woodland planting in river catchments and devising planning policies which steer development away from locations where there is an increased risk of flooding or storm damage.

### **Flood Risk and Enhancing River and Canal Corridors**

- 2.46 One of the borough's best assets – its rivers and canal – are also part of one of our biggest challenges, flood risk. Diagram 3 shows the extent of flood risk in the borough, and the course of the main rivers and Chesterfield Canal. Not all sources of flooding are fluvial. Run-off from rain water (pluvial flooding) is also an issue and can affect localised areas outside flood zones across the borough. Our river and canal corridors are a major asset to the borough, and have multiple benefits including biodiversity, tourism, walking and cycling networks and recreation.

Diagram 3

**Flood Risk**

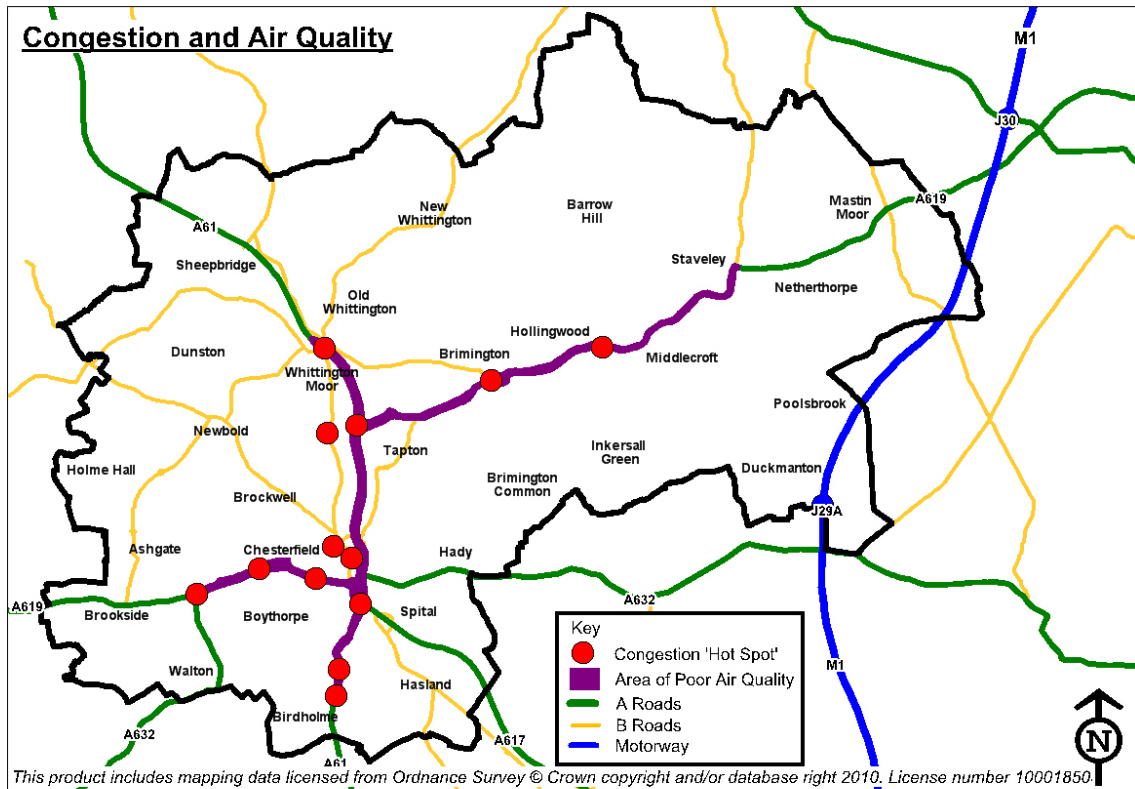


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**Traffic Congestion and Air Quality**

2.47 Although problems with air quality are not wholly due to traffic emissions, the main concentrations are where the worst traffic congestion happens. There are some areas of traffic congestion that currently do not suffer from poor air quality however. Diagram 4 shows the main hot spots of congestion and in general terms the areas of poorer air quality.

Diagram 4



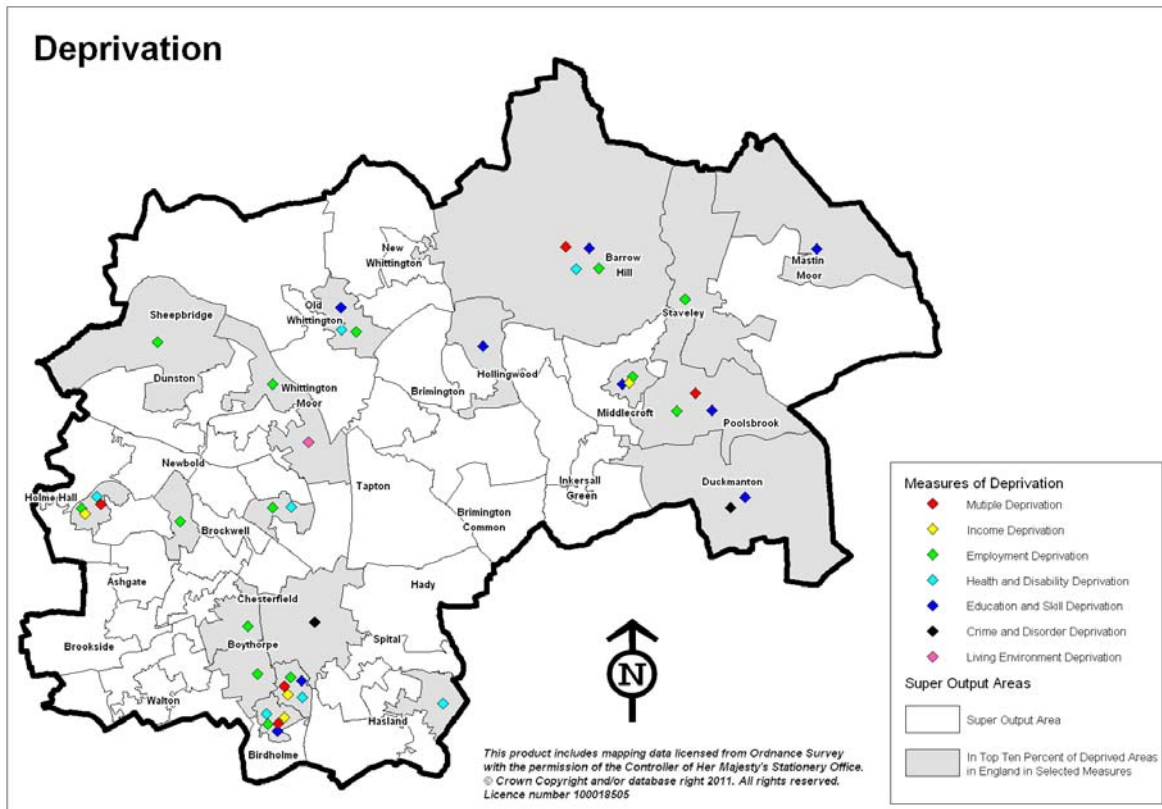
### Healthy Lifestyles

2.48 As well as the legacy of poor health resulting from the industrial era and work related disabilities, there are more recent impacts on health in the borough such as obesity, teenage pregnancy, low levels of physical activity, poor diet and excessive alcohol use. Making the lifestyles of our residents more healthy, particularly by encouraging more walking and cycling and active use of green spaces, is a key issue for the borough council.

### Reducing Inequalities

2.49 Diagram 5 below illustrates the extent and location of deprivation within the borough, and highlights those areas where we need to focus our efforts at regeneration. In particular, those areas suffering from multiple deprivation (the eastern villages, Birdholme and Holme Hall), require regeneration.

Diagram 5



### Meeting Housing Needs

- 2.50 There is an identified need for affordable housing in the borough. The related issue is making sure that this housing is available in the locations where people want and need to live, and that the type of housing meets the variety of needs.

### Regenerating former industrial land

- 2.51 Bringing former industrial land back into use to provide new jobs is a major challenge, as these sites are often expensive and difficult to develop. The borough council considers delivery of regeneration projects as a key issue and essential to the economic growth of the borough.



### 3.0 Our Vision for the Borough

- 3.1 Our approach to the Core Strategy Vision has been inspired by the Council's Vision for Chesterfield Borough ***'Chesterfield Borough, Inspiring Pride, aspiring to be the best. Working for a Safer, Cleaner, Greener, Thriving community'*** and is supported by a fuller, descriptive Spatial Vision to provide clarity and detail.
- 3.2 It is important that the Core Strategy provides the spatial or planning expression of the Chesterfield and North East Derbyshire Sustainable Community Strategy 2009 – 2026 (SCS) and the Derbyshire SCS. Linking to our Vision for Chesterfield Borough are our long term priorities shown below:

	<p><b><i>A Sustainable Community - A flagship sustainable community</i></b></p>
	<p><b><i>An Accessible, Equal and Cohesive Community - An inclusive borough where everybody feels valued and has equal access to all local service and employment opportunities</i></b></p>
	<p><b><i>A Living Community – Every household to have the opportunity of a decent home of their choice, which is affordable and accessible</i></b></p>
	<p><b><i>A Working and Learning Community - A thriving economy in which everyone has the opportunity of a good quality job with access to the skills and training they need</i></b></p>
	<p><b><i>A Safe, Healthy and Active Community - Everyone to be able to have a healthy lifestyle and to have a strong resilient cohesive community, safe from harm, with low crime rates and free from the fear of crime</i></b></p>

3.3 Through this document these 5 priorities are represented by symbols, and where there is a link between an objective or a policy and the priorities the symbol is shown. This is intended to help the reader see how we are reflecting the SCS and Council Vision throughout the Core Strategy. The detailed Spatial Vision is taken forward in the subsequent sections of this document through a series of planning objectives each linked to appropriate targets and policies.

## Spatial Vision



***We want Chesterfield Borough to be a Sustainable Community where...***

- 3.4 There continues to be a Green Belt around the north, west and south west of the borough and all key green wedges between the settlements of Brimington, Staveley and Chesterfield are safeguarded. Green wedges and strategic gaps between villages and between distinct parts of the urban areas are also maintained. Green Belt, Green Wedges and Strategic Gaps function as an integral part of the borough's green infrastructure.
- 3.5 Green spaces and open land are enhanced and connected to provide and link high quality and diverse habitats for wildlife and important spaces for sport, recreation, leisure and healthy living. Everyone in the borough can access a variety of green spaces, including local play areas, informal recreational space and larger sports facilities, properly looked after with long term maintenance and management.
- 3.6 River and canal corridors are recognised and protected as major assets and enhanced, and opened up where possible to create routes for sustainable travel, tourist attractions, recreation areas and wildlife corridors. Links are made between key water corridors, including the Pools Brook / Doe Lea and the Chesterfield Canal following the restoration of the canal to a navigable state along all its length in the borough.
- 3.7 Maximum use is made of sustainable drainage so that new development is less at risk from risk of flooding and does not exacerbate flooding problems in existing developed areas both within the borough and downstream. SuDs and the management of floodplains present positive habitat opportunities and contribute to the wider network of Green Infrastructure. Action is taken to lessen the risk of breach at places along the river Rother on Derby Road, Clayton Street, and the Slitting Mill Farm area. All developments pay due regard to flood risk from all sources, including surface water run off, whether the risk bears on the development itself or might affect other places. Careful and innovative design solutions enable some development to take place in key brownfield sites deemed at risk of flooding.
- 3.8 Our buildings and spaces are designed to adapt to climate change, minimising energy use, planting for a drier climate and urban cooling. All new development contributes to reducing greenhouse gas emissions through design measures that lower the energy used and/or through use of local or on-site renewable energy sources including combined heat and power systems. Proposals for renewable and low carbon energy generation are supported. Good physical planning, high standards of design and proper management of the public realm are essential features of a sustainable urban environment.

- 3.9 The borough's overall contribution to climate change is reduced through tree planting in areas of poorer biodiversity where it would not adversely affect the landscape character or habitat availability for ground-nesting birds and other wildlife.
- 3.10 Food growing opportunities are maximised, and land for growing food, especially within and adjoining residential areas in allotments and community gardens and the best and most versatile agricultural land, is safeguarded. Waste generation is reduced, and the energy efficiency of existing buildings, particularly housing, is improved to reduce both fuel poverty and greenhouse gas emissions. Minerals resources are protected from unnecessary sterilization, and consideration is given to prior extraction of mineral resources.
- 3.11 Heritage assets, including locally important buildings are protected and enhanced, retaining the features that make our communities distinctive, and enabling people to engage with the local character and heritage of our built environment on a day to day basis.
- 3.12 Different landscape characteristics, such as the gently undulating farmland, coalfield villages, well-wooded and species-rich areas along the eastern fringe, and ecologically important riverside meadows, are recognised as important features, influencing the design and layout of all new development.



***We want Chesterfield Borough to be An Accessible, Equal and Cohesive Community where...***

- 3.13 Deprivation in key areas, including Barrow Hill and Middlecroft, Poolsbrook, Mastin Moor, Duckmanton, Holme Hall, Birdholme and St Helens in Chesterfield town centre, is addressed by focussing regeneration and new development in those places and improving accessibility to employment opportunities.
- 3.14 Opportunities for walking, cycling and use of public transport are prioritised and maximised, to encourage healthy lifestyles, reduce the rate of increase in traffic congestion and minimise any worsening of air quality. New forms of sustainable transport are encouraged. Networks of walking and cycling routes are extended and well maintained. Current levels of car parking are maintained, but most new public car parking takes the form of park and ride or park and walk schemes.
- 3.15 Development is located to minimise the need to travel and designed to prioritise walking, cycling and public transport. Opportunities to make links between different modes of transport are maximised to achieve a seamless network of public transport, walking and cycling routes throughout the borough.

- 3.16 There is appropriate transport infrastructure to serve new development in Staveley and Rother Valley Corridor and the east of the borough, and to relieve congestion on the A619. The adverse impacts of additional traffic on M1 Junctions 29, 29a and 30 are minimised by working with the Highways Agency and other authorities in the M1 corridor. There is a town centre loop road to take traffic away from St Mary's Gate and improve the accessibility of the railway station, and a rail freight head at Markham Vale to encourage freight off the roads and onto the railways. Railway infrastructure such as the track bed between Seymour Junction and the Clowne Linear Park in Bolsover is safeguarded, for future use as a rail transport route and as a walking and cycling route in the meantime. Land is safeguarded for future passenger rail halts at Barrow Hill and at Markham Vale. Extensions to existing greenways and new routes are secured, in particular to connect Chesterfield town centre with the north of the borough and Dronfield.



***We want Chesterfield Borough to be A Living Community where...***

- 3.17 Sites are made available for an additional 7,600 homes by 2031, the majority of which are located on brownfield land at Staveley and Rother Valley Corridor and Waterside, and within easy walking and cycling reach of the existing district and town centres. Some new housing development will be directed to areas suffering from deprivation to aid the regeneration of these communities. Some of this housing will need to be in well-designed, sensitive urban extensions on greenfield sites. Local centres and community facilities there will need to be improved. In addition, some housing is also concentrated around three places designated as 'Local Service Centres' due to their relative sustainability.
- 3.18 Everyone has the opportunity of a decent, affordable and accessible home. People who need specialist accommodation, such as warden-aided housing, will be able to access it in locations that are suitable and well served by community facilities and public transport.



***We want Chesterfield Borough to be A Working and Learning Community where...***

- 3.19 Former industrial land in the Staveley and Rother Valley Corridor, south of Chatsworth Road, in the A61 Corridor and at Markham Vale, is put to the best use.
- 3.20 There will be 79 ha of land provided by 2031 for new high quality employment development so that together with existing employment areas, a range of jobs and training opportunities are easily accessible to those who need them. All

this new development will be in areas with an established industrial character or areas of regeneration specifically designated for mixed use. Economic activity and employment opportunities are focussed where the regeneration benefits can be maximised, particularly in the Staveley and Rother Valley Corridor and along the A61 Corridor where there is significant need for work and training. High employment density uses such as offices are located in the most accessible locations near to town and district centres.

- 3.21 The borough has a strong economic role within the Sheffield city region, and the infrastructure needed to support business growth is secured. The development of Markham Vale as part of the Sheffield City Region Enterprise Zone is supported. A range of education and employment opportunities create and retain skilled residents to support economic prosperity. The role of Chesterfield College in providing quality training and education is recognised and encouraged. Regeneration and development projects boost the local economy through encouraging the use of local labour and local supply chains.
- 3.22 Retail, employment, leisure and community activity is focussed in the town and district centres. The vitality of existing centres and of Chesterfield Market remains of paramount importance. Chesterfield Town Centre acts as the focus for retail, economic, cultural and leisure activity across the north east Derbyshire sub-region, whilst Staveley Town Centre provides a focus for activity in the north east of the borough. District and Local Centres build on their own, distinct character while ensuring residents have easy access to services meeting their day to day needs. These centres are sustainable places for the provision of community and cultural facilities and the council will encourage their location and development there. Voluntary organisations are key partners for the council in achieving and maintaining this ambition.
- 3.23 The visitor economy is strong, complementing the role of Chesterfield as a sub-regional centre and a destination both in its own right and in relation to the Peak District and internationally significant attractions such as Chatsworth, Bolsover Castle and Hardwick Hall. The Peak Resort proposal is delivered and provides many jobs locally, as well as providing visitor accommodation and leisure facilities. Other locally important attractions such as the Barrow Hill Roundhouse Railway Centre, Chesterfield Canal, Chesterfield Market, Staveley Hall and Chesterfield Museum are enhanced and promoted. The town is recognised for the variety of its cultural offer and its wide selection of places to eat. The borough has a range of accommodation including value for money bed and breakfasts, luxury hotels, budget hotels and environmentally sustainable caravan and camping sites. Overall, the number of visitors choosing to stay in the borough, whether for business or leisure, increases.





















***We want Chesterfield Borough to be A Safe, Healthy and Active Community where...***

- 3.24 People feel safe, whether in their homes or out and about. Future environments are designed to minimise opportunities for crime and anti-social behaviour. Contributions from developments are used to make improvements to safety features in areas where crime rates are relatively high, particularly in Chesterfield Town Centre, Grangewood, St Augustines, Birdholme, Boythorpe, Staveley Town Centre, Poolsbrook, Barrow Hill, Netherthorpe, Duckmanton, Middlecroft, Newbold Moor and Whittington Moor.
- 3.25 Opportunities for anti-social behaviour in new developments are minimised, especially in the hot spots of Chesterfield Town Centre, Dunston, Moor and St Helens Ward, and Holmebrook and Rother Ward, paying attention to the Chesterfield Community Safety Partnership and Safer Neighbourhoods Team Local Priorities.
- 3.26 People are protected from the harmful effects of development, whether they are the legacy of mining hazards, flooding, traffic risks for pedestrians and cyclists, or pollution of any kind.
- 3.27 Everyone has the opportunity to have a healthier lifestyle, through improved walking and cycling routes, parks and access to nature, and locating facilities such as sports centres and fresh food shops in accessible locations.

## Strategic Objectives

3.28 The Strategic Objectives are focussed on delivering the vision. The symbols shown below indicate how the objectives link with the priorities of the Sustainable Community Strategy for Chesterfield and North East Derbyshire, as set out in the vision.

 	<p>S1: Minimise greenhouse gas emissions in line with Government targets, increase the use of renewable energy and help the borough adapt to the effects of climate change.</p>
  	<p>S2: Provide sites for 7,600 homes to be built between 2011 and 2031 to meet the housing requirement for Chesterfield borough</p>
  	<p>S3: Support the growth, vitality and viability of Chesterfield and Staveley town centres and the borough's district and local centres.</p>
 	<p>S4: Adopt the approach to flood risk set out by the Government in allocating land for development, so that risk of flooding at existing and new properties is reduced.</p>
  	<p>S5: Deliver significant amounts of affordable housing to meet identified needs.</p>
 	<p>S6: Provide 79 ha of new employment land between 2011 and 2031</p>
	<p>S7: Promote a net gain in biodiversity and protect and improve the borough's key green infrastructure assets and landscape character</p>
 	<p>S8: Ensure that new development is designed to a high standard, promotes architectural quality, protects and enhances the boroughs historic environment and reflects local distinctiveness.</p>



S9: Tackle traffic congestion, improve air quality secure strategic improvements to the transport system in the borough and enable healthier and more sustainable transport choices.



S10: Ensure that all development is supported by appropriate and inclusive infrastructure provision.



S11: Maintain and enhance the Green Belt.



S12: Restore the Chesterfield Canal to a navigable state along all its length within the borough.





## 4.0 Spatial Strategy

### Key Principles Guiding Development

4.1 The key principles guiding development in this Core Strategy are:

- Concentrate development in accessible locations and in areas that need regeneration
- Protect the Green Belt and other greenfield land as much as possible by concentrating new development on brownfield sites
- Reduce pollution and congestion by locating new development close to existing centres
- Make it easier for people to choose healthy and environmentally friendly forms of transport
- Address deprivation
- Regenerate vacant, underused and contaminated land especially in the Staveley and Rother Valley Corridor
- Locate the majority of new homes on brownfield sites at Staveley and Rother Valley Corridor and Waterside, concentrated around existing town, district and local service centres, and at areas in need of regeneration
- Allow for some greenfield housing development at areas in need of regeneration
- Locate new employment development for manufacturing and distribution on brownfield or already-committed sites in areas already regarded as industrial in character, with light industry and offices mainly in mixed-use development or town, district or local centres

### Achieving the Vision

4.2 It is vital that the Spatial Vision is deliverable and realistic, depending as it does on the coordinated and timely provision of infrastructure to support new development.

4.3 The council has involved many organisations in the preparation of this Core Strategy and many of those will also be involved in its delivery, including the Homes and Communities Agency, Derbyshire Primary Care Trust, Derbyshire County Council, Yorkshire Water, the Highways Agency and the Environment Agency.

- 4.4 The spatial strategy and policies set out below identify where development will go, and show how the vision will be achieved throughout the borough. This section is structured using the areas where the majority of development will go, so not all areas mentioned in the Spatial Portrait are explicitly featured. This is not to say that those are not as important, and the policies in this Core Strategy will apply across the borough.

## **The Spatial Strategy – where development will go**

### **A61 Corridor South**

- 4.5 In the A61 Corridor South changes will focus on the way road space is used on the A61, improved walking and cycling routes beside the river and measures to support better bus services, including those that may be required in connection with redevelopment options for the former Avenue Works in North East Derbyshire to the south of Hasland. The council intends to maintain or improve air quality across the borough by enhancing opportunities to walk, cycle or use public transport and furthering measures to reduce traffic congestion. Any new development in areas where air quality is currently poor will be required to take account of air pollution.
- 4.6 Hasland’s role as a local service centre will be maintained and enhanced. Opportunities to develop more houses within walking and cycling distance of it will be pursued. Eastwood Park will be enhanced. Only limited extra industrial development will be possible, and this is likely to be at Turnoaks Business Park and Storforth Lane Trading Estate.
- 4.7 Management of flood risk will be a key consideration along the River Rother. Improvements to flood defences will be sought where there is a risk of them breaching.

### **Brimington Parish**

- 4.8 The council will retain the identity of Brimington and Brimington Common and Tapton as distinct settlements. Accessibility to community facilities will be improved through better public transport, walking and cycling routes. The high quality green spaces, especially multi-functional green spaces that provide walking and cycling routes and those around the river and canal corridors, will be protected and enhanced. The area to the north and west of Brimington, known as the “Bluebank Pools” section of the Chesterfield Canal is protected as a recently designated Local Nature Reserve.
- 4.9 Sites will be identified for new homes in and around the existing Brimington Local Service Centre. Careful design and planning of any new transport infrastructure will be needed to minimise and offset possible adverse impacts on the River Rother and Chesterfield Canal north and west of Brimington. Steps will be taken to enhance the centre and improve or add to its facilities.

### **Chatsworth Road Corridor**

- 4.10 The recent developments in the Chatsworth Road district centre will be continued, supporting its potential as a high quality, mixed-use corridor with a strong independent retail and food and drink offer. That character will place emphasis on the role of Chesterfield as a tourist centre and the nature of Chatsworth Road as a route connecting to the Peak District National Park. This emphasis will need to be balanced with providing for the day to day needs of local residents.
- 4.11 Industrial land to the south of Chatsworth Road will be regenerated to provide a mix of housing, employment and community activities, with links to surrounding areas and an improved environment alongside the River Hipper. Conservation of the historic buildings and features within the site will be an integral part of the development. Some new housing will be developed on other sites around the Chatsworth Road District Centre. Management of flood risk will be a key consideration in any new development.

### **Chesterfield Town Centre**

- 4.12 Chesterfield's role as a sub-regional centre will be enhanced with a growing number and range of shops, and a successful, lively and dynamic market square. The night-time economy will be guided towards a diverse range of activities, with alcohol-related development carefully controlled to reduce anti-social behaviour and produce a wider range of leisure activities on offer, so as to include families. More emphasis will be placed on cultural and food based entertainment.
- 4.13 The council will preserve and enhance the historic retail core of the town centre with development opportunities focussed on improving the edges of the town centre and key gateways. The Northern Gateway site provides the main opportunity to maintain and enhance the sub-regional role of Chesterfield Town Centre, meeting a large proportion of predicted future retail floorspace need within a town centre location, tackling traffic congestion problems within the town centre and creating much needed employment opportunities. New development will support and enhance the key role of the historic market and surrounding retail areas. The market hall will be refurbished in a way that supports the role of the market.
- 4.14 The area around St. Mary and All Saints Church ('the Crooked Spire') and the Pomegranate Theatre will be transformed, with public realm improvements designed to enhance the historic setting and prioritise walkers and cyclists. The Chesterfield Town Centre Masterplan proposal to turn the east of St Mary's Gate into a new residential quarter; a high quality, sustainable and energy efficient neighbourhood enhancing the setting of the Spire as a tourist attraction and contributing to the vitality of the town centre will be realised.
- 4.15 Routes to the railway station and the Waterside development will be linked with the Market Square and Market Hall, which remain the focal point for town centre activity. In particular, the Chesterfield Town Centre Masterplan Green Bridge proposal will allow the station to be properly integrated within the town centre and enhance the connectivity to the college and Waterside areas. The

Green Bridge is intended to be an iconic structure that significantly enhances the gateway to the town centre, providing new public space to the highest design standard.

- 4.16 Sites will be made available for new homes in and around Chesterfield town centre, with many in a neighbourhood to the east of the Crooked Spire. As part of the Chesterfield Town Centre Masterplan, new developments in the town centre are intended to provide a significant number of new jobs.

### **Chesterfield Waterside**

- 4.17 Chesterfield Waterside is a major site fundamental to the regeneration of Chesterfield town and the Chesterfield Canal, and also a key housing site providing a large part of the borough's new homes, alongside a mixture of other uses including office space. Open space and green corridors are important features of this development, helping manage flood risk and bringing the Chesterfield Canal to a new basin constructed in 2009 at the historic location close to the town centre.

### **Eastern Villages**

- 4.18 Barrow Hill, Duckmanton, Mastin Moor and Poolsbrook will be expanded to provide access to a choice of housing and services supported by community facilities, securing the long term vitality and health of these villages. To do this a selection of housing sites of a sufficient scale will be planned and delivered comprehensively, to offer maximum benefit to existing residents and businesses. This will be done in a way which respects the character and setting of neighbouring settlements.
- 4.19 Barrow Hill, Duckmanton, Mastin Moor and Poolsbrook can all accommodate housing growth of varying scales. It will be necessary for most of the new houses to be on greenfield land in well-designed, sensitive village extensions. Accessibility to community facilities will be improved through development of new facilities in the villages themselves and better public transport to existing facilities in nearby centres. Due to the proximity of this settlement to North East Derbyshire District's boundary it is considered that close cooperation should take place in the future planning of housing and services in the Duckmanton area in order to benefit the communities of both Councils.
- 4.20 Although not under the control of the borough council, progressive restoration of the 70-hectare Erin Void landfill will be an important improvement for both Duckmanton and Poolsbrook during the lifetime of the Core Strategy. This is one of two landfill sites currently active in Derbyshire (the other being Arden Quarry at Birch Vale) and it has planning permission up to 2021. When full it will be restored using a mix of woodland and grassland, including new trails and greenways to link with existing routes. Walking, cycling and horse riding connections are to be made between Duckmanton, Woodthorpe, Mastin Moor and the TransPennine Trail, also tying in with the paths linked to the Markham Vale employment development. Pools Brook Country Park will act as a hub

and will seek to obtain Green Flag status, with the aim of progressing to designation as a Local Nature Reserve.

### **Staveley Town Centre**

- 4.21 The role of Staveley town centre is to be maintained and strengthened drawing on the findings of the Staveley Town Centre Masterplan. It will be a focal point for retail, community and economic activity for the settlements in the north eastern part of the borough. Building upon its historic charm, excellent and accessible location and independent offer, it will take maximum advantage of a growing catchment population. The extra local population will arise from a series of major projects in and around Staveley, such as the redevelopment of Staveley and Rother Valley Corridor, the Markham Vale Enterprise Zone, and growth around Mastin Moor, Duckmanton and Poolsbrook. Transport infrastructure to serve this expanding population would also improve the town centre environment and make safer the A619 around its margins.
- 4.22 Staveley will become a more sustainable location that retains its spend and its young people, it will also become a more desirable location to live, work and visit. Informal recreational opportunities that provide access to nature, the countryside and healthy lifestyles will become key selling points in Staveley's future.

### **Staveley and Rother Valley Corridor**

- 4.23 Development at this strategic site would regenerate former industrial land once occupied by Staveley Chemicals and Ironworks. There are good new connections to the M1, a range of facilities are available in Staveley town centre, and it would bring potential improvements in terms of jobs and facilities for the existing communities like Barrow Hill and Hollingwood. There would also be potential to contribute to transport infrastructure to reduce congestion on the A619 and to provide links with the new M1 Junction 29a and Chesterfield town. It could accommodate significant new housing growth and employment opportunities.
- 4.24 Staveley and Rother Valley Area Action Plan will set out in detail how the derelict land will be reclaimed to create an urban extension in a landscape setting. A sustainable mix of uses, including housing, employment, green infrastructure, local services and recreational opportunities, will be created in a distinct community. There will be regeneration opportunities for Barrow Hill, including more employment opportunities and new community facilities close by, improved walking and cycling connections with surrounding areas and potential for a rail halt in the longer term. The role and importance of the River Rother and the Chesterfield Canal are to be recognised and given priority in any development, with flood risk managed effectively. Hall Lane tip is to be restored and integrated into the surrounding communities and landscape.
- 4.25 Redevelopment of the Staveley and Rother Valley Corridor is expected to transform prospects for existing and future residents of Barrow Hill, providing a

much improved environment, jobs on the doorstep, a greater range of services available locally and better public transport.

### **Western Suburbs / Residential Neighbourhoods**

- 4.26 The quality of life for residents in Brockwell, Ashgate, Brampton and Walton is generally good at present. The council will seek to maintain this and, where there are pockets of deprivation, it will seek to improve the situation through better accessibility to community facilities and employment. Holme Hall Local Service Centre and Primary School will be maintained and boosted through sensitive new housing developments.
- 4.27 Holmebrook Valley 'Green Flag' Park will be a multi-functional recreation hub, giving local people access to nature and providing habitat for wildlife, with improved and extended links into and out of the park connecting Chesterfield to Linacre Reservoir and the Peak District beyond.
- 4.28 The existing Hipper and Holmebrook Valley multi-user routes will be enhanced and extended. The former will create a sustainable access to Holymoorside Primary School.

### **Broad locations for new housing**

- 4.29 Broad locations for new housing are shown on the Key Diagram, and will be in the following locations:
- Chesterfield Sub-Regional Centre (including Chatsworth Road District Centre and Whittington Moor District Centre)
  - Staveley and Rother Valley Corridor Strategic Site
  - Staveley Town Centre
  - Local service centres (Brimington, Hasland and HolmeHall)
  - Regeneration Priority Areas (Barrow Hill, Duckmanton, Mastin Moor, Poolsbrook, Rother Ward)
  - Local Centres

### **Broad locations for new employment**

- 4.30 New employment development for manufacturing and distribution will be constructed on already-committed sites (principally Markham Vale) and to regenerate brownfield land in areas already regarded as industrial in character. Light industry and offices are to be located mainly in mixed-use developments or in town, district or local centres, so as to be as accessible as possible from peoples' homes. Broad locations for employment development are shown on the Key Diagram.

### **Green Wedges and Strategic Gaps**

- 4.31 Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green

Wedges provide access to the countryside from urban areas. Green Wedges and Strategic Gaps are listed below and in CS1 and are shown on the Key Diagram.

#### Strategic Gaps

- Brimington and Tapton
- Ringwood and Hollingwood
- Lowgates / Netherthorpe and Woodthorpe / Mastin Moor
- Woodthorpe and Markham Vale
- Old Whittington and New Whittington
- Brimington North

#### Green Wedges

- Walton River Hipper Corridor
- Birdholme / Hasland River Rother Corridor
- Hasland and Spital
- Holme Hall and Newbold Green

4.32 The list above reflects the position in October 2011, when the council's Green Wedge and Strategic Gap Indicative Assessment was approved. During the period of the Core Strategy, however, new development (whether highlighted in the Local Plan itself or arising through unanticipated development) may bring pressure upon further tracts of open land significant enough to put it into the category of a strategic gap or green wedge. In such cases it may be appropriate to designate specific boundaries for a new wedge or gap and protect those areas as well, incorporating them in to the development plan during preparation of the Local Plan; Sites and Boundaries and when local plan reviews occur.

4.33 This Core Strategy lists a number of Regeneration Priority Areas where the possibility of greenfield development occurring may bring about a need for such designations, for example between: Holme Hall and Loundsley Green, Mastin Moor and Woodthorpe, and Duckmanton and Long Duckmanton or Poolsbrook. It will be for the Local Plan; Sites and Boundaries to explore the need for these and if necessary define them in consultation with the local community.

#### **Green Belt**

4.34 The openness and permanence of the Green Belt is of great importance. It contains urban development, prevents the coalescence of settlements, protects the countryside, preserves the setting and character of historic towns such as Chesterfield, and aids urban regeneration by encouraging the use of previously developed urban land. The underlying principles and policies for protecting the Green Belt are set out in National Planning Policy Framework.

- 4.35 The Green Belt is a highly valued part of the borough's green infrastructure, and as such the council will seek opportunities to provide access, outdoor sport and recreation for the benefit of the community. It is not proposed to delete any areas of land from the Green Belt, except where minor adjustments are necessary to reflect current anomalies e.g. garden extensions.

### **Hierarchy of Centres**

- 4.36 The hierarchy of town, district and local centres is indicated on the Key Diagram, as follows:  
Town Centres: Chesterfield and Staveley  
District Centres: Chatsworth Road and Whittington Moor  
Local Service Centres: Brimington, Hasland and Holme Hall  
(Other Local Centres and Retail Parks are not shown on Key Diagram)

### **Regeneration Priority Areas**

- 4.37 Regeneration areas are indicated on the Key Diagram. They are:  
Barrow Hill, Duckmanton, Holme Hall, Mastin Moor, Poolsbrook and Rother Ward.
- 4.38 Regeneration including new development can address the needs of communities experiencing deprivation. The RPAs reflect multiple deprivation and spatial concentrations of deprivation, expressed by the national IMD data in diagram 5. Other parts of the borough are ranked higher than some of the RPAs in some individual indices, but the identification of the RPAs also reflects other spatial issues such as concentrations of social housing stock, proximity to major new employment development at Markham Vale, and dwindling local services and facilities. The council will engage meaningfully and actively with local communities and other stakeholders to ensure that deprivation is minimised. New development can help provide jobs and homes for local people, improve the environment, introduce new and potentially more active households to a deprived area. The borough council will seek to ensure that regeneration addresses the needs of households experiencing deprivation by:
- Rebalancing the housing market wherever suitable sites are available
  - Negotiating local labour agreements as part of major development schemes
  - Ensuring that new development contributes to the enhancement of the area
  - Seeking new facilities and improvements to existing facilities for the benefit of the local community.
  - Adding value by drawing in public subsidy where possible
  - Working in partnership with the local community and external organisations to help achieve non-planning measures



# 5.0 Core Strategy Policies

## The Spatial Strategy

5.1 The following Spatial Strategy and Location of Development policies will underpin the approach to accommodating the borough’s future growth and they will also provide the basis of the approach to the allocation of sites in all other LDF documents. The policies in this plan are interrelated, and the document should be considered as a whole.

### **CS1 Spatial Strategy**

**The overall approach to growth will be to concentrate new development within walking and cycling distance of centres, and to focus on areas that need regenerating.**

#### **Regeneration Priority Areas**

**The council will maximise development opportunities that offer regeneration benefits to communities in areas suffering from multiple deprivation as set out in the published Indices of Multiple Deprivation. Initially the focus will be in the following areas:**

- Eastern Villages– Barrow Hill, Duckmanton, Mastin Moor, Poolsbrook
- Rother Ward
- Holme Hall

#### **Housing Growth**

**The council will make provision for the delivery of a minimum of 7,600 dwellings over the period 2011 to 2031. Locations for major new housing development will be in line with the strategy of ‘Concentration and Regeneration’, with growth distributed as follows:**

<u>Area</u>	<u>% of total dwellings</u>
• Chesterfield Sub-Regional Centre (including Chatsworth Road District Centre and Whittington Moor District Centre)	43%
• Staveley and Rother Valley Corridor Strategic Site	26%
• Staveley Town Centre	4%
• Local service centres (Brimington, Hasland and HolmeHall)	11%

- **Regeneration Priority Areas** 15%  
(Barrow Hill, Duckmanton, Mastin Moor, Poolsbrook, Rother Ward)
- **Local Centres** 1%

### **Economic Growth**

To maintain economic growth and quality of provision, the council will make provision for 79 hectares of new employment land (B1, B2 and B8 uses) over the period 2011 to 2031. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor. Policy CS13 sets out broad locations for employment uses.

#### **Green Belt**

The existing Green Belt will be maintained and enhanced.

#### **Strategic Gaps and Green Wedges**

Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green Wedges provide access to the countryside from urban areas. The open character of Strategic Gaps will be protected from development between:

- **Brimington and Tapton**
- **Ringwood and Hollingwood**
- **Lowgates / Netherthorpe and Woodthorpe / Mastin Moor**
- **Woodthorpe and Markham Vale**
- **Old Whittington and New Whittington**
- **Brimington North**

Green Wedges provide access to the countryside from urban areas. Green Wedges will be protected from development at:

- **Walton River Hipper Corridor**
- **Birdholme / Hasland River Rother Corridor**
- **Hasland and Spital**
- **Holme Hall and Newbold Green**

The broad locations of Strategic Gaps and Green Wedges are identified on the Key Diagram and will be defined in detail in the Local Plan: Sites and Boundaries. The boundaries will be based on an assessment of the character of the proposed Green Wedge or Strategic Gap and its contribution to: the setting and identity of the borough and its urban areas; landscape character, habitat and biodiversity; access to countryside and recreation; the ability to connect areas of green infrastructure; and the impact that development would have on the function of the Green Wedge or Strategic Gap.

**Should work on Regeneration Priority areas show the need, Strategic Gaps or Green Wedges will also be defined in the Local Plan: Sites and Boundaries.**

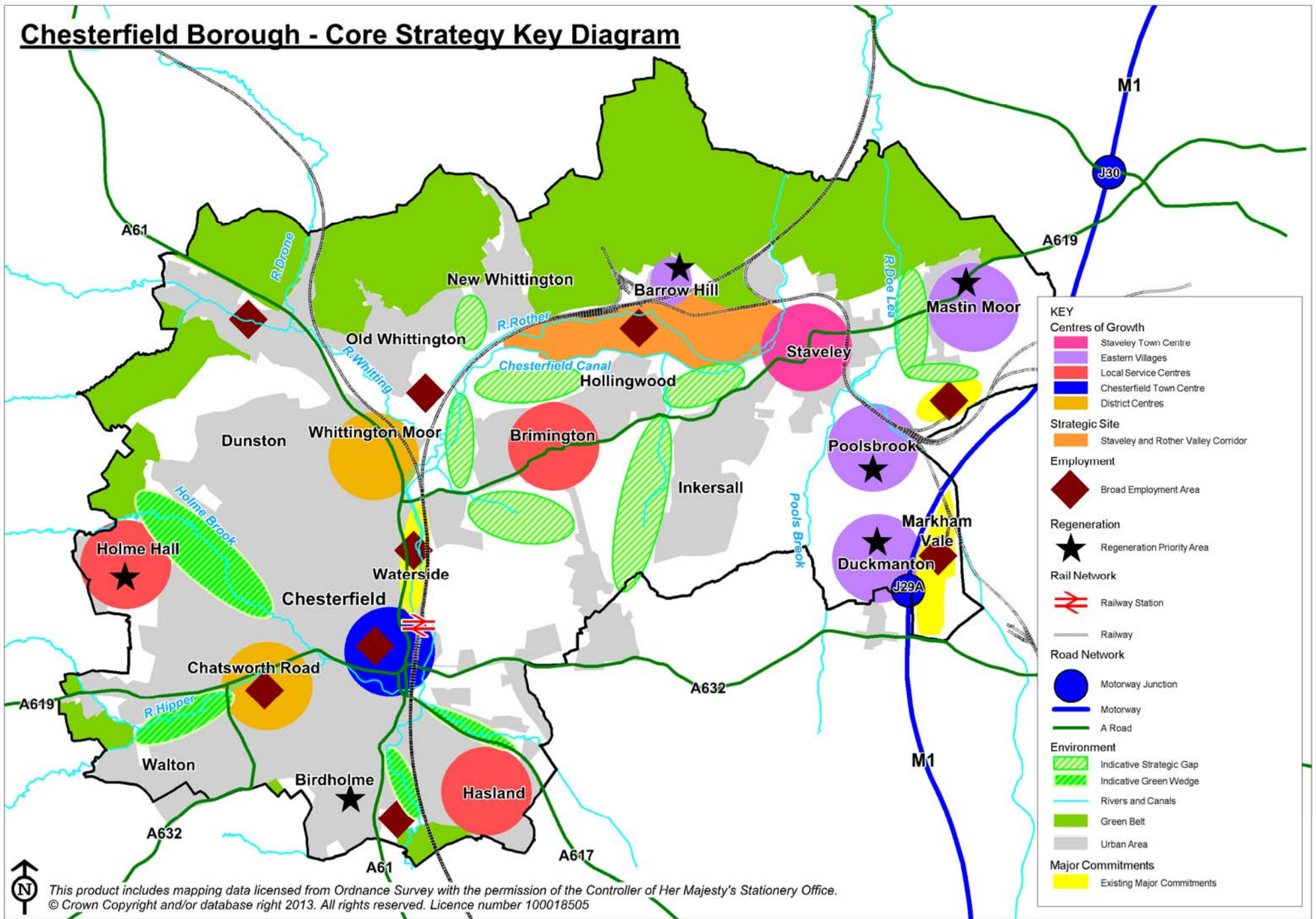
**NOTE:**

Holme Hall falls within Chesterfield Sub-regional centre, and it is also both a Regeneration Priority Area and a Local Service Centre. For the purposes of setting out the distribution of housing numbers in Policy CS1 the apportionment for Holme Hall is included only within the Local Service Centres distribution.

Monitoring and Review

- 5.2 The Core Strategy is for a fifteen to twenty year period, and over that time changes can occur that could impact on the delivery of the strategy. For example, the delivery of housing or employment land across the borough might not come forward at the rate anticipated, new previously-developed sites may become available or there might be changes in infrastructure requirements. Other factors that do not directly impact on delivery can also trigger a review of the Core Strategy, such as when new evidence is published. For example, the Regeneration Priority Areas are based on published Indices of Multiple Deprivation, and will be reviewed as and when new deprivation information is published. A variety of circumstances can necessitate a review of the Core Strategy or other DPD.
- 5.3 This Core Strategy is intended to provide flexibility, and the council is committed to react and change according to circumstances. The aim is for the Core Strategy to be a self-correcting plan, subject to a continuous process of re-adjustment and improvement. Delivery of the Spatial Strategy will be monitored through the Authority's Monitoring Report and other indicators, as detailed in Appendix B.

# Chesterfield Borough - Core Strategy Key Diagram



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## **Principles for Location of Development**

- 5.4 There are certain principles and criteria that will apply to all development within the borough. These development management considerations are fundamental to the successful delivery of the other Core Strategy policies. They are also intended to protect sensitive or vulnerable users and adjoining occupiers (whether proposed or existing), and to do this the borough council will take into account the character and use of development proposals and their settings.

### **CS2 Principles for Location of Development**

**In allocating new development, or assessing planning applications for developments that are not allocated in a DPD, sites will be assessed by the extent to which the proposals meet the following requirements:**

- a) deliver the council's Spatial Strategy (policy CS1);**
- b) are on previously developed land that is not of high environmental value;**
- c) are not on the best and most versatile agricultural land;**
- d) deliver wider regeneration and sustainability benefits to the area;**
- e) utilise existing capacity in social infrastructure (policy CS17) or are of sufficient scale to provide additional capacity, either on site or through contributions towards off-site improvements;**
- f) maximise opportunities for walking and cycling and the use of public transport (policy CS20);**
- g) meet sequential test requirements set out by other national or local policies.**

**In assessing the suitability of sites for specific uses the council will also take into consideration whether the proposed use:**

- i. needs to be in a specific location in order to serve a defined local catchment or need, to access specific resources or facilities (including transport connections) or to make functional links to other, existing uses;**
- ii. is required to regenerate sites and locations that could not otherwise be addressed or to support existing community**

**Where evidence of such circumstances can be clearly demonstrated, alternative locations that may not be in strict accordance with the council's spatial strategy will be considered against other national and local planning policy.**

**All developments will be required to have an acceptable impact on the amenity of users or adjoining occupiers, taking into account things such as noise, odour, air quality, traffic, appearance, overlooking, shading or other environmental, social or economic impacts.**

## **Presumption in favour of sustainable development**

- 5.5 The NPPF (par 15) states that all plans should be based upon and reflect the presumption in favour of sustainable development. Policy CS3 sets out what this means in practice, and how the presumption will influence decisions on development proposals.

### **CS3 Presumption in favour of sustainable development**

**When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**

**Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:**

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- b) Specific policies in that Framework indicate that development should be restricted.**

## **Infrastructure Delivery**

- 5.6 Most new development will have an impact on infrastructure capacity in the borough, and so will need to make contributions to the delivery of new or enhanced infrastructure. This should be in proportion to the scale of development and the impact it causes. The definition of infrastructure is wide although most commonly thought of in terms of physical infrastructure. This can mean built features such as new roads and flood mitigation. It also encompasses electronic communications networks, including telecommunications and high speed broadband. As well as physical infrastructure, there is a need for green infrastructure, such as parks, greenways and allotments. The third element of infrastructure is social, and includes schools and health facilities for example.
- 5.7 The appropriate mechanism for delivering infrastructure will vary between developments, but on-site infrastructure that primarily meets the need of the

occupants of new development (e.g. landscaping, amenity open space, road access) will normally be dealt with via planning conditions or a Section 106 agreement. Other more strategic infrastructure requirements will be met via the Community Infrastructure Levy (CIL) when the council adopts a CIL Charging Schedule following the adoption of the Core Strategy. The council's Infrastructure Delivery Study & Delivery Plan sets out what the borough's strategic infrastructure requirements will be over the Core Strategy period. The Delivery Plan is shown in Appendix A.

- 5.8 The council will work co-operatively and jointly with partners to ensure delivery of the infrastructure required to enable development and improve existing facilities. Key partners include Derbyshire County Council as the Waste Disposal, Education and Highways Authority, the Highways Agency, private sector partners, the Environment Agency, utility companies and other public sector organisations.
- 5.9 As infrastructure requirements are likely to change over time, the Infrastructure Delivery Plan is viewed as a living document and will be updated and reviewed on an annual basis. It will also be the starting point from which the council identifies its priorities for the Community Infrastructure Levy (known as the CIL Regulation 123 list). Whilst over time the Community Infrastructure Levy may provide significant contributions to infrastructure delivery, core public funding will continue to bear the main burden of infrastructure funding. The levy is intended to fill the funding gaps that remain once existing sources of funding have been taken into account. To ensure efficient and effective negotiation, applicants are advised to engage with the council and its partners in pre-application discussions to ensure clarity over assessments of infrastructure requirements in advance of applications being submitted.
- 5.10 The council has been self-critical in setting requirements on developers and is committed to not overburdening developments and ensuring the viability and deliverability of schemes. Viability issues have been discussed with landowners, developers and neighbouring authorities through workshops for the Renewable Energy Study and SHLAA for example. Cumulative impacts of the raft of contributions have been considered, and will be very carefully monitored. The CIL process will ratify this, and although the CIL will not be tested alongside the Local Plan: Core Strategy, it will run in tandem with the preparation of the Local Plan: Sites and Boundaries and will be genuinely plan-led.

#### **CS4 Infrastructure Delivery**

**The borough council will normally require that on-site infrastructure requirements are met via planning conditions or a Section 106 agreement. Developers will be required to demonstrate that the necessary infrastructure (green, social and physical) will be in place in advance of, or can be provided in tandem with, new development, and where appropriate arrangements are in place for its subsequent maintenance.**

**Where the provision of infrastructure is considered to be a strategic need and is included in the Council's Infrastructure Delivery Plan (or CIL Regulation 123 list) then development, if liable, will be expected to contribute via the Community Infrastructure Levy (CIL). Liability and levy rates will be shown in the council's CIL Charging Schedule when it becomes effective.**

**When the CIL Charging Schedule is effective, Section 106 contributions will not be sought for infrastructure that is included in the council's Infrastructure Delivery Plan (or CIL Regulation 123 list).**

**All infrastructure requirements will be co-ordinated and delivered in partnership with other authorities and agencies.**



## **A Changing Climate**

- 5.11 In common with authorities throughout the UK, one of the major issues facing the borough council and our partners is that of climate change; how best to adapt to the changes that are inevitable and how best to minimise our contribution to global warming. The policies in this section are related to both reducing CO<sub>2</sub> emissions and helping the borough adapt to a changing climate. Policies in other sections of the strategy, such as Travel and Transport, also have these aims. Reducing our carbon footprint and being more resilient to changing climate conditions is a critical thread running through the whole Core Strategy. The borough council has signed the Nottingham Declaration on Climate Change, which represents a pledge to tackle the issue by addressing the causes and preparing for the impacts of climate change. Ensuring that carbon emissions associated with growth within the authority area are minimised is key to this objective.

### **Renewable and Low Carbon Energy**

- 5.12 The government aims to generate 20% of UK electricity from renewable energy sources by 2020. The Chesterfield Borough Renewable and Low Carbon Energy Study (2010) identified areas in the borough where there is potential for different forms of renewable and low carbon energy generation. Areas with most potential for wind energy are to the north of the borough. This analysis was based on a buffer of 350 metres from existing buildings as suggested by Planning for Renewable Energy: A Companion Guide to PPS22 (2004) (there is no legal minimum separation distance). Areas suitable for district heating are within Chesterfield town centre and on large development sites.

#### **CS5 Renewable Energy**

**The council will support proposals for renewable energy generation particularly where they have wider social, economic and environmental benefits, provided that the proposals:**

- a) minimise adverse impacts on the historic environment including heritage assets and their setting**
- b) minimise adverse impacts on natural landscape and townscape character**
- c) minimise adverse impacts on nature conservation**
- d) minimise adverse impacts on amenity – in particular through noise, dust, odour, and traffic generation**
- e) reduce impact in the open countryside by locating distribution lines below ground where possible**
- f) include provision to reinstate the site if the equipment is no longer in use or has been decommissioned.**

**Subject to the above criteria, there will be a presumption in favour of proposals for generating energy from wind in areas more than 350 metres from existing buildings.**

**New developments will connect to or be designed for future connection to community heating networks where appropriate. Where no district heating scheme exists or is proposed in the proximity of a major new development, the potential for developing a new scheme on the site should be explored and pursued where feasible. Priority sites for district heating include Staveley and Rother Valley Corridor, Town Centre Northern Gateway, and South of Chatsworth Road.**

**Developments along the river and canal corridors (watercourses) will be expected to investigate the feasibility of using small scale hydro power.**

## Reducing Emissions

- 5.13 The borough council is working towards a long-term goal of reducing the borough's carbon footprint in line with a national target set out in the Climate Change Act 2008. The Act aims to encourage the transition to a low-carbon economy in the UK through unilateral legally binding emissions reduction targets. This means a reduction from 1990 levels of at least 34 percent in greenhouse gas emissions by 2020 and at least 80 percent by 2050. Each carbon budget covers a five-year period. The fourth, running from 2023-2027, was set in law at the end of June 2011. A key component of the government's approach to achieving these targets is the Energy Hierarchy which primarily aims to reduce the need for energy followed by being more energy efficient, then using renewable energy. The Energy Hierarchy is shown in Diagram 6 below.

Diagram 6: Energy Hierarchy



- 5.14 Changes to the Building Regulations in 2013 and 2016 are expected to bring higher standards for CO<sub>2</sub> emissions. After the anticipated 2013 change in building regulations, therefore there will be less need for planning policies to

include a target percentage of energy to come from renewable sources. The borough council also recognises that different energy technologies and CO<sub>2</sub> reduction strategies will suit different parts of the borough and different types of development. In some cases it has better CO<sub>2</sub> savings, and is more cost effective, to improve the building fabric rather than generate a certain percentage of the buildings' energy use from renewable energy technologies.

- 5.15 The government is committed to the introduction of a zero carbon policy for homes and non-domestic buildings. Government policy requires all new homes (from 2016) and new non-domestic buildings (from 2019) to abate 100% of net regulated carbon emissions through a combination of fabric efficiency and on and off site low and zero carbon technologies. This definition of zero carbon should be set to cover only those emissions which are within the scope of the Building Regulations, such as those from heating, ventilation, hot water, fixed lighting and building services. It has been accepted that in some cases it is difficult to achieve zero carbon on site, and that remaining emissions, once energy efficiency and low carbon generation have been accounted for, should be mitigated in other ways. This is known as 'Allowable Solutions'. The range of measures that will be included as Allowable Solutions is currently being considered by government.
- 5.16 The borough council anticipates that payment into a carbon offset fund will be one of the 'Allowable Solutions'. If this is the case, the Sustainable Design SPD will be updated to provide detail on how payments will be calculated and what the funds will be spent on. The council envisages that such funds will go towards the delivery of larger-scale low carbon and renewable energy generation technologies and infrastructure, such as district heating networks or improvements to existing buildings, particularly where this would alleviate fuel poverty.
- 5.17 National planning guidance emphasises the need for policy to be deliverable and viable. Developments should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. The council will take the standards set out in policy CS6 into account when determining the CIL charging schedule. The standards set in this policy will be tested through the CIL process and will inform future policy reviews. CIL rates will be reviewed when updated viability evidence is available.

### **Adapting to a changing climate**

- 5.18 As well as warmer, wetter winters and more intense episodes of rainfall, climate change will bring with it hotter, drier summers, intensification of the urban heat island effect and more occasions of high wind speeds. All these trends have implications for the way we should design and use our buildings and spaces. For example, designing buildings to keep them cool without using power will become very desirable, and conservation of water will be more and more important. Landscape planting may need to use different species and increasing tree cover will bring many benefits. Water is a precious resource and the impacts of climate change will place pressure on the demand for water and its quality. The Environment Agency predicts that by

2050 climate change could reduce summer river flows by 50 to 80 per cent. Minimising water use will not only reduce the environmental impacts of climate change but also reduce greenhouse gas emissions associated with water abstraction, treatment, transport, use and disposal.

### **CS6 Sustainable Design and Construction**

**All development should, as far as possible, contribute towards reduction of CO2 emissions and generation of renewable energy.**

**New development should seek to:**

- a) make effective use of resources and materials through sustainable design and construction**
- b) minimise water use and provide for waste reduction and recycling**
- c) use an energy hierarchy that seeks to use less energy, source energy efficiently, and make use of renewable energy**
- d) be sited and designed to withstand the long-term impacts of climate change**

**The council will expect that:**

- i. up to 2016, new residential development will be to a minimum Code for Sustainable Homes Level 4 or BREEAM residential Very Good and new non-residential buildings a minimum of BREEAM Very Good**
- ii. beyond 2016, new residential development should be to a minimum Code for Sustainable Homes Level 5, BREEAM residential Excellent and new non residential buildings a minimum of BREEAM Excellent**

**Planning applications for major development within these categories will be expected to provide pre-assessment evidence demonstrating how they will meet these levels. For minor applications, the extent of evidence required will be set out within an updated Sustainable Design SPD.**

**Where development cannot demonstrate CSH or BREEAM compliance on-site, the council will consider evidence, appropriate to the scale and nature of development proposed, of the extent to which sustainability has informed the design of proposals, taking account of:**

- Impact on viability**
- Scale and nature of development**
- Operational requirements of the proposed use**
- Site specific constraints**
- The need to meet other planning policy requirements**

**Beyond 2016 developments may be required to make a one-off financial contribution to be used achieve equivalent emissions savings through off site measures in accordance with the governments zero carbon buildings policy. The amount of this payment, where applicable, will be determined on a site-by-site basis and calculated in line with a methodology to be set out in an updated Sustainable Design SPD.**

## **Sustainable Management of the Water Cycle**

- 5.19 Flooding is a natural hazard causing immeasurable stress to the people affected and can have serious economic impacts. Recent flooding in the borough (summer 2007) has emphasised the possible extent and impact of flooding that can occur in the UK. Over the last century, pressures for development have resulted in the widespread development within floodplains, particularly in areas like Chesterfield borough which have a history of industrial development alongside rivers. This has increased the risk of flooding and caused problems not only in the area developed on but also in areas further downstream.
- 5.20 Consequently, every effort should be made to ensure development only takes place in areas least at risk, or constructed safely, and not increasing risk either on the proposed site or elsewhere. The borough council has in place a Strategic Flood Risk Assessment (2009) to allow it to make more informed judgements about potential development sites in the LDF. Strategic decisions can therefore be made on where development is most appropriate in relation to flood risk.
- 5.21 A key objective of the Spatial Strategy is to focus development within existing urban areas or on large brownfield sites, particularly in Chesterfield town and Staveley. A number of these sites fall within areas of flood risk, however, so in order for the key objectives of the Spatial Strategy to be delivered flood mitigation measures will be required. The need for regeneration may be an overriding reason to allow development in areas at risk of flooding where it can be demonstrated that the level of flood risk can be managed or reduced through measures such as improved water management or the separation of more vulnerable used horizontally onto parts of the site at low flood risk or vertically above less vulnerable or flood compatible uses. In all cases the council will work closely with the Environment Agency in considering development proposals, and will seek to ensure satisfactory emergency planning, as well as safe access and egress during a flood event.
- 5.22 Tackling flooding means more than just defending against floods. It means understanding the complex causes of flooding and taking co-ordinated action. Given that hard surfacing resulting from development (including roofs) reduces the ability of the land to absorb and/or store water, it is important that Sustainable Drainage Systems (SuDS) and other methods are utilised for water management. This will include grey water recycling, rainwater harvesting, green roofs, permeable paving, infiltration areas and soakaways. Ultimately, developers are required to move towards an integrated approach, managing the runoff from new developments to hold back rainfall from reaching the drainage and river systems too quickly.
- 5.23 The council's approach to water management complements the work of the Environment Agency as set out in the River Basin Management Plan for the

Humber River Basin District. In particular the Core Strategy has an important role in the key actions of promoting water efficiency, SuDS, re-use of water and the value of green infrastructure. Together with Derbyshire County Council as the SuDS Approval Body, the council will require developers to demonstrate that their surface water drainage proposals, particularly for large sites, are appropriate and adequate for the development and will not increase the flood risk to land and property either upstream or downstream of the development site. The borough council considers that Sustainable Drainage Systems (SuDS) are a desirable means of achieving this and encourages their use by developers.

## **CS7 Managing the Water Cycle**

### **Flood Risk**

**The council will require flood risk to be considered for all development commensurate with the scale and impact of the proposed development.**

**Development proposals and site allocations will:**

- a) be directed to locations with the least impact on flooding or water resources;
- b) be assessed for their contribution to overall flood risk, taking into account climate change.

**Within areas of functional floodplain, development is expected to preserve or enhance the contribution of the area to water management / reducing flood risk.**

**Outside flood zone 1, the redevelopment of previously developed land will be permitted where proposals can demonstrate that:**

- i. the development will deliver the economic, social and environmental regeneration of the borough that outweighs the risk of flooding and reduces flood risk overall;
- ii. the safety of the development and users from flooding can be achieved and, as a minimum, there will be no increase in on- or off-site flood risk demonstrated through a site-specific flood risk assessment;
- iii. the proposed uses are compatible with the level of flood risk, and;
- iv. a sequential approach to the location of uses has been taken within the site itself, including matching the vulnerability of uses to the risk of flooding.

### **Improving the drainage network**

**The council will seek opportunities to increase the capacity of the floodplain safely, make space for water across the whole borough, and to remove problems from the drainage network, particularly in connection with new development.**

**Sustainable Drainage Systems (SuDS) should be incorporated into all development, unless it can be demonstrated that this is not appropriate in a specific location. The council will seek the maximum possible reduction in surface water run-off rates based on the SFRA or most recent national guidance.**

### **Environmental Quality**

- 5.24 Ensuring a safe environment is a challenge, taking into account areas of poor air quality and areas of unstable and contaminated land (often a legacy of mining and industrial development). Directing new development to these areas is essential to aid regeneration, but due regard must be paid to ensuring the safety and health of users and occupiers.

#### **CS8 Environmental Quality**

**The quality of the environment will be recognised at all levels of the planning and development process with the aim of protecting and enhancing environmental quality.**

##### **Air Quality:**

**Where appropriate, development proposals will include an assessment of impact on air quality and incorporate measures to avoid or mitigate increases in air pollution and minimise the exposure of people to poor air quality.**

##### **Water Contamination:**

**Where any such risk exists, developments must include measures to reduce or avoid water contamination and safeguard groundwater supply.**

##### **Unstable and Contaminated Land:**

**Proposals for development on land that is, or is suspected as being, contaminated or unstable will only be permitted if the land is capable of remediation and fit for the proposed use and shall include:**

- a) a desk top survey with the planning application**
- b) a phase II study and strategy for remediation and final validation where the desk top survey (a) indicates remediation may be necessary, on any full or reserved matters planning applications**

**A programme of remediation and validation must be agreed before the implementation of any planning permission on contaminated and/or unstable land. The requirement to undertake this programme will be secured using planning conditions.**

## **Green Infrastructure & Biodiversity**

- 5.25 Green Infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities. Green infrastructure refers to a wide variety of 'green assets' such as parks, open spaces, Green Belt, farmland, open countryside, woodlands, wildlife sites, allotments, private gardens, greenways (multi-user trails) and river/canal corridors. It also includes any Local Green Spaces, which may be identified in the Sites and Boundaries Local Plan and any Neighbourhood Plans.
- 5.26 This type of network has multiple benefits and many functions, including recreation, sport, water management, biodiversity, walking, cycling, food growing and tranquillity. The borough's green infrastructure study is available at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase). In addition to increasing biodiversity and recreation, enhancing the borough's green infrastructure network will also provide significant economic benefits for the borough, which is in a process of economic restructuring away from a legacy of heavy industry. The emphasis will be on creating well-designed natural environments which provide a focus for investment via tourism, recreation and biodiversity improvements.
- 5.27 Whilst thought of as an urban area, almost half of Chesterfield borough is open space and open countryside containing rivers/canal corridors, parks, farmland, hedgerows and woodland. In many instances these assets are firmly established and are key elements of the boroughs identity, for example, the Chesterfield Canal corridor and Pools Brook Country Park.
- 5.28 Open space, play provision and sports facilities are important elements of both green infrastructure and social infrastructure, enabling healthy lifestyles and positive community relationships. To best meet the future needs for such facilities the council is committed to commencing a review of the Parks and Open Spaces Strategy within 12 months of adopting the Core Strategy. The council leisure services are also undertaking a Sport and Active Recreation Strategy, to be adopted by end of 2013.
- 5.29 Under the National Environment and Rural Communities Act 2006, all public bodies have a statutory duty to promote and enhance biodiversity. The borough council has adopted *A Greenprint for Chesterfield*, the council's action plan for conserving and strengthening biodiversity. Development proposals will be expected to demonstrate that they will not adversely affect, or result in the loss of, features of recognised importance. Regarding landscape, *The Landscape Character of Derbyshire* document sets out the types of landscape present in the borough, highlighting its qualities and sensitivities.
- 5.30 Both the Chesterfield and North East Derbyshire Sustainable Community Strategy and the Chesterfield Greenprint aim to increase the tree cover in the borough for the benefit of both people and wildlife as well as improve



landscape quality. Tree and woodland planting will help the borough to respond to climate change and flood alleviation, as well as improve biodiversity and levels of amenity.

### **CS9 Green Infrastructure and Biodiversity**

**Chesterfield borough's green infrastructure network will be recognised at all levels of the planning and development process with the aim of protecting and enhancing the network. Development proposals will be expected to demonstrate that they will not adversely affect, or result in the loss of, features of recognised importance.**

**Development proposals are required to meet the following criteria where appropriate, and should:**

- a) not harm the character or function of the Green Belt, Green Wedges and Strategic Gaps, and Local Green Spaces**
- b) enhance connectivity between, and public access to, green infrastructure**
- c) increase the opportunities for cycling, walking and horse riding**
- d) enhance the multi-functionality of the borough's formal and informal parks and open spaces**
- e) conserve or enhance the local distinctiveness and character of the landscape**
- f) enhance the borough's biodiversity and where possible link habitats**
- g) Protect existing ancient and non-ancient woodland and increase tree cover in suitable locations in the borough**
- h) in cases where loss of a green infrastructure asset is unavoidable, include provision of alternative green infrastructure, on site where possible, to ensure a net gain in quantity, quality or function**

**The council will require the submission with the planning application of ecological surveys and assessments of the biodiversity and geological value of sites as set out in a list of local requirements.**

**Where new green infrastructure is proposed, there must be clear funding and delivery mechanisms in place for its long term management and maintenance, prior to the development commencing.**

### **Open Space, Play Provision and Sports Facilities**

**Where a need is identified, developments must contribute to sports and play provision in accordance with the standards set out in an adopted**

**Planning permission will not be granted for development which would have a negative impact on or result in the loss of open space, play provision and sports facilities unless they are:**

- i. identified as surplus to demand, based on evidence and locally defined standards,**
- ii. The development would result in alternative or improved provision that better meets locally defined standards; and**
- iii. The site is not needed for other open space, play provision or sports facilities identified in locally defined standards**

## **Homes and Housing**

- 5.31 To meet the housing needs of a growing population and a growing economy, a total of at least 7,600 new dwellings must be built in Chesterfield Borough between 2011 and 2031. This requires the completion of, on average, 380 dwellings each year over the 20 year period between 2011 and 2031. The government has indicated that the Regional Spatial Strategy is to be revoked as soon as possible. The council has reviewed its strategic housing requirement and has decided that the annual requirement of 380 included in the RSS is still appropriate. The council considers that this requirement closely supports an employment led scenario developed from the 2008 based household projections. It considers that a base date of 2011 is appropriate given the exceptional nature of the recession from 2007-2011. Any attempt to meet the backlog produces an annual target well in excess of that considered achievable over the long term. The borough housing requirement is not a ceiling, and may be exceeded provided that it is sustainable, it can be supported by existing or new infrastructure and it meets the objectives and policies in the Core Strategy.
- 5.32 The future distribution of housing within the borough will be guided by the approach set out in policies CS1 and CS2. It will also be guided by the assessment of suitable developable and deliverable housing sites as set out in the borough council's Strategic Housing Land Availability Assessment. Specific sites for developments of 10 or more dwellings will be identified in the Local Plan: Sites and Boundaries.
- 5.33 Well over 60% of new development in the borough has been delivered on previously developed land or through re-use of buildings in the form of conversions. The priority for development will be to continue delivering and regenerating brownfield land. In the borough a minimum of 60% completions on brownfield land will continue to be sought, although it is acknowledged that greenfield sites will also have to be allocated in order to deliver the strategic housing requirement on an annual basis.
- 5.34 Policy CS10, 'Flexibility in Delivery of Housing' is intended to ensure a supply of housing land that meets the aims of the Core Strategy, and allows for some uncertainty in the timing of delivery of housing on allocated sites. It sets out the council's position on the development of unallocated greenfield sites for housing and how this relates to the principles for the location of development set out in policy CS2. The council will take action if the Authority's Monitoring Report (AMR) is unable to demonstrate that the council has a continuous 5 year (plus 20%) developable and deliverable housing land supply. Policy CS10 is the means by which the council will bring forward unallocated sites that meet the objectives of the Core Strategy as set out in CS1.

### **CS10 Flexibility in Delivery of Housing**

**Planning permission for housing-led greenfield development proposals on unallocated sites will only be permitted if allocated land has been exhausted or if annual monitoring shows that there is less than a 5-year supply of deliverable sites and where:**

- a) they accord with the strategy of 'Concentration and Regeneration' as set out in policy CS1 and the criteria set out in policy CS2; or**
- b) a specific housing need can be demonstrated that can only be met within a particular location**

**Specific sites for residential development will be identified within the Local Plan; Sites and Boundaries. Large residential developments will be subject to a masterplanned approach.**

- 5.35 National planning guidance encourages the creation of sustainable, inclusive and mixed communities. This means delivering a well-integrated mix of decent housing of different types and tenures to support a range of households of different sizes, ages and incomes. Local Development Documents are expected to achieve a broad balance of different households, to translate this into a provision between affordable housing and normal market provision and to address the needs of specific groups such as disabled and elderly people. Opportunities for self-build schemes will be encouraged.
- 5.36 The Strategic Housing Market Assessment (SHMA) 2007 estimated what type and amount of housing is required in the borough. This includes the need for affordable housing. The SHMA estimated that there is a need for 1, 2 and 4 bed housing for owner occupiers and 1, 2 and 3 bedroom accommodation for the private rented sector. The SHMA also estimated that there is a need for 2 and 3 bedroom housing in the social rented sector. Further detail is included in the Affordable and Special Needs Housing SPD. The information will be updated when appropriate and used to inform the Local Plan: Sites and Boundaries. The SHMA estimated the need for up to 130 affordable dwellings each year and considered that a target of up to 40% affordable housing was necessary to meet this need. A more recent Affordable Housing Viability Assessment indicates that only a target of up to 30% could be delivered
- 5.37 National planning guidance emphasises the need for policy to be deliverable and viable. Developments should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. As part of the work to prepare a Community Infrastructure Levy, an Affordable Housing Viability Assessment has been carried out. This recommends that, subject to viability, up to 30% affordable housing could be delivered in the borough. The Affordable Housing Viability Assessment splits the borough into three zones – low, medium and high value. The proportion of affordable housing the council will seek to negotiate for in these zones will vary up to a maximum of 30%. The zones and the percentage of affordable housing sought

in each zone will be set out alongside the adopted CIL charging schedule. This will be reviewed alongside CIL rates when updated viability evidence is available.

### **CS11 Range of Housing**

**In order to increase local housing choice, respond to emerging needs and promote the creation of sustainable communities, in new housing developments the council will require a range of dwelling types and sizes based on the council's assessment of local housing needs and characteristics of the area.**

**On sites totalling 15 or more dwellings (including phases of those sites) and where there is evidence of need and subject to viability assessment, up to 30% of affordable and, where appropriate, special needs housing, will be sought by negotiation. The tenure of the affordable accommodation will be split between social rented accommodation and intermediate accommodation in accordance with the assessment of need. Where appropriate a financial contribution will be sought for provision off-site.**

**Detail about the range of housing required for particular sites will be set out in other DPDs and SPDs.**

- 5.38 The Derbyshire Gypsy and Traveller Accommodation Assessment 2008 (GTAA) suggested that Chesterfield Borough and High Peak Borough be considered as locations for new sites in the north of the county. A review of the evidence by the Regional Spatial Strategy process, however, found that no specific need was demonstrated for a site in the borough. The GTAA 2008 was based on evidence collected in 2007 and the study anticipated that it would be refreshed after five years. The council has received one planning application for a travellers' site since the GTAA was published. This was in 2012 for a small owner occupied site. The GTAA study is now becoming dated and the council will review it during 2013 along with other local planning authorities in Derbyshire, and subsequently keep any data under regular five year reviews.
- 5.39 The government has published guidance Planning Policy for Travellers in March 2012. This guidance takes 'travellers' to mean gypsies and travellers and travelling showpeople. This guidance requires local planning authorities to make a robust assessment of need for sites for travellers and to identify and update annually a supply of sites to meet pitch targets set to meet the need identified. Where such an assessment identifies a need for sites in the borough, the council will identify deliverable sites to address a five year supply in accordance with the criteria below. This will allow a potential site to be allocated in the forthcoming Local Plan; Sites and Boundaries if appropriate, and allow it to be referred to in a future review of the Core Strategy.

5.40 Policy criteria also need to be stated in case an unanticipated need for a site arises. In cases where a general need for sites has not been identified the council will assess any unanticipated proposals for provision for travellers against the criteria in the following policy. When considering proposals the council will take account of the most recent government guidance 'Planning Policy for traveller sites' (March 2012), including:

- The existing level of local provision and need for sites
- The availability (or lack) of alternative accommodation for the applicants
- Other personal circumstances of the applicant

The 'Designing Gypsy and Traveller Sites Good Practice Guide 2008' should also be considered in relation to detailed design.

### **CS12 Sites for Travellers**

**The council will allocate sites for travellers in the Local Plan: Sites and Boundaries where a robust assessment identifies evidence of need.**

**Sites to meet the accommodation needs of Travellers will be allocated or granted planning permission where:**

- a) the site is not located in the Green Belt or Local Green Spaces;**
- b) there is no unacceptable impact on the function and purpose of Strategic Gaps, Green Wedges or on wildlife sites or other protected green spaces;**
- c) the site is reasonably accessible to community services and facilities;**
- d) The site provides adequate levels of amenity for users**
- e) the site can be adequately serviced with drinking water and sewerage disposal facilities;**
- f) the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;**
- g) there is satisfactory boundary treatment to ensure privacy and to maintain visual amenities.**

## **Jobs, Centre's and Facilities**

### **Growth of Businesses**

- 5.41 The government's objective is to proactively drive and support sustainable economic development to deliver business and industrial units, infrastructure and thriving local places. A healthy and active economy is an essential requirement for a sustainable borough and employment is a key factor in ensuring a good quality of life for residents. The borough is an important sub-regional centre for employment and economic activity for northern Derbyshire and parts of South Yorkshire, with a strong history of innovation and industry which continues to this day
- 5.42 The 2001 census showed that over 48,000 people were employed in Chesterfield, more than half of whom (29,000) were resident in the borough. At that time 65% of residents were economically active and this had grown to 79.5% by 2007. As a sub-regional centre, employment in Chesterfield is spread across a range of sectors beyond the 'B' class uses; including retail and leisure. A particularly high proportion are also in the public sector (over 33% of jobs as of 2008) in public administration, education and health, due to the presence of head offices for a borough and a district council, Chesterfield College and the Walton and Chesterfield Royal hospitals.
- 5.43 The locational needs of these employment sectors can differ substantially. Retail and leisure uses will remain predominantly in town, district and local centres as (set out in policy CS15 and CS16), along with the majority of office use. However it will remain important to maintain a supply of land suitable for a wide range of business and industrial use (within use classes B1, B2 and B8) in order to promote economic growth and a diverse and vibrant business sector. This flexibility in employment land is essential and will allow the council to welcome opportunities for new models of economic growth, such as clusters of high-tech businesses, should such opportunities arise.
- 5.44 Business and industrial sites are also likely to be suitable for a range of other employment uses that share similar characteristics, such as industrial processes that do not fit into particular use classes or training uses that have an industrial character (such as training in building trades). Some sites with an employment history may also be better suited to alternative uses now, but in order to maintain a suitable land supply it will be necessary to carefully control the release of existing employment sites for non-employment uses (such as for residential or town centre uses), whilst also allowing sufficient flexibility. The council will consider the requirements for waste management sites in reviews of the scale, distribution and type of employment land allocated in the Local Plan Core Strategy and Sites and Boundaries once the Derbyshire Waste Local Plan has been adopted.
- 5.45 The East Midlands Northern Sub-Region Employment Land Review (2008) together with the council's 2011 Employment Land Study, recommended that Chesterfield borough should provide approximately 79ha of new land for

Business and Industrial use between 2011 and 2031 in order to provide sufficient jobs for the borough's population and wider catchment.

- 5.46 Chesterfield borough already possesses significant amounts of potential Business and Industrial land, either as vacant previously developed sites or as existing permissions not yet developed (approximately 174ha as at 2006). This supply is potentially sufficient to allow for the all the growth to be accommodated within existing areas of planned development such as Markham Vale, Waterside and Staveley and Rother Valley Corridor, whilst also allowing for the release of some sites for more appropriate alternative uses, retaining some flexibility for specific locational needs and small scale development to support the borough's smaller communities.
- 5.47 The borough's employment land supply was assessed in terms of commercial viability and local market conditions through the East Midlands Northern Sub-Region Employment Land Review in 2008. The results of this review have been taken in to account in preparing this strategy and will influence future site allocation in the borough, both in terms of sites to protect for employment uses and potential releases for alternative development.
- 5.48 Enabling economic growth is a high priority for the council, evidenced by the successful bid to achieve the inclusion of Markham Vale in the Sheffield City Region Enterprise Zone and the European funded 'Creating Links' project within the council which includes a dedicated officer working with developers to improve infrastructure and local employment and supply chain benefits . Alongside this the 'Destination Chesterfield ' place-marketing project is seeing the council, local employers and businesses work together to promote Chesterfield, strengthen existing businesses and attract new inward investment. The council is committed to ensuring the viable re-development of currently vacant and underused business and industrial land for a range of uses. Delivery of employment sites will be monitored closely, working with the economic development team and taking account of vacancy rates and the frequency of enquires about sites and premises.

**Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged.**

**A range of sites suitable for employment use will be identified in the Local Plan: Sites and Boundaries for approximately 79 ha of new employment land between 2011 and 2031. Allocations and proposals for new employment development will be encouraged where they accord with the council's overall spatial strategy as set out below:**

- a) B1(a) Office development within and on the edge of existing town and district centres and at developments at Chesterfield**



**Waterside and Markham Vale as set out in policies PS3 and PS4**

- b) B1(b&c) Light Industrial in locations within and close to existing town and district centres**
- c) B1(b&c) and B2 Industrial uses within established business areas and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor**
- d) B8 uses at Markham Vale and the Staveley and Rother Valley Corridor. In other established business and industrial locations, new B8 uses will only be permitted where they would not have an unacceptable adverse impact as a result of traffic movements.**

**Other business and industrial uses, not falling within the B1, B2 or B8 classes, will be considered based upon the locational criteria set out in policy CS2, the suitability of the use for the location and the employment generation of the proposed use when compared to the existing or previous use. Where appropriate, conditions will be used to manage the use of such developments.**

**Proposals for farm and rural diversification developments, live/work units and rural businesses will be supported where they are appropriate to the character and scale of the area and otherwise meet the policies of the plan.**

**Subject to policy CS2, the redevelopment or change of use of existing business and industrial sites for non-employment uses will only be permitted where:**

- i. It would not lead to a quantitative and/or qualitative deficiency in the supply of available employment land; and**
- ii. It would not inhibit existing or future business and industrial activity on adjacent sites**

**Where appropriate, conditions will be used to manage the use of such developments.**

**For major development proposals, the council will seek to negotiate agreements with developers and occupiers covering recruitment, training and procurement to benefit the local economy and supply chain, so as to contribute to the sustainability of the borough and the surrounding area, both during construction and on a long-term basis.**

### **Tourism and the Visitor Economy**

- 5.49 Tourism is important to the chesterfield borough economy. In 2009, tourism brought £117m into the borough's economy and supported 1,836 jobs across a range of sectors (Derbyshire STEAM Model). The Core Strategy seeks to maximise the potential of the major regeneration areas, particularly Waterside

and the Staveley and Rother Valley Corridor, and stimulate a modern awakening in the borough. To help deliver this, tourism will be supported and promoted. The borough has many attractions, natural, historical and cultural. The Chesterfield Canal restoration is drawing more visitors to the canal and the borough in general. Complementary uses such as slipways/moorings, food and drink uses and small scale accommodation will help boost the canal as a tourist attraction. The borough also boasts a rich railway and industrial heritage including the Roundhouse (Barrow Hill Engine Sheds) and historical industrial buildings such as Walton Works and Cannon Mill.

- 5.50 Chesterfield is increasingly acting as a hub for visitors to the Peak District, providing attractions such as the market and the Crooked Spire, cultural events, evening activity, accommodation and transport links. The Peak Resort leisure and tourism development, which was granted planning permission in the early 1990's, will provide a significant boost to the borough's tourism offer, with high quality visitor accommodation and unique leisure attractions, and up to 3,000 new jobs. There is also high quality countryside within the borough, and there are opportunities for agricultural diversification to create quiet recreation and small scale sensitively designed visitor attractions and accommodation.

#### **Visitor Accommodation**

- 5.51 A recent study (NLP Retail Study 2008) identified the scope for medium size hotels (40 beds) up to 2011, and scope for large hotels (100+ beds) in longer term, and noted that the borough lacks 4 star provision. This has been partly addressed by the new Casa hotel and the outline planning permission at Waterside, but there will continue to be capacity for high quality hotel provision in the longer term. The approach to locating visitor accommodation in existing centres and close to Chesterfield railway station is appropriate in most cases. However, there needs to be a range of visitor accommodation available in the borough, including types of accommodation that cannot necessarily be located in existing centres or close to the train station, such as country hotels, holiday cottages, camping accommodation and small scale accommodation such as bed and breakfasts. All forms of visitor accommodation can play a role in establishing Chesterfield Borough as a destination.
- 5.52 The borough council will work collaboratively with partners to promote and secure sustainable tourism development. A more diverse and high quality tourism offer will be encouraged that seeks to expand the tourism season, increase the number of people visiting, provide local job opportunities and help to regenerate the economy. Growth in tourism must be sustainable and not harm the historic, natural and cultural assets on which it is based.

## **CS14 Tourism and the Visitor Economy**

**The Council will promote and enhance tourism development in the borough where it is:**

- a) located in areas that can accommodate additional visitor numbers without detriment to the environment or the vitality of existing centres**
- b) appropriate to the local environment and context**
- c) contributes to sustainable economic growth and the delivery of the Core Strategy**
- d) in locations that are well connected to other tourist destinations and amenities, particularly by public transport, walking and cycling**

**In particular, proposals for tourism development will be encouraged where they are related to:**

- i. enhancing the offer of existing centres**
- ii. the restoration and enhancement of Chesterfield Canal**
- iii. railway and industrial heritage**
- iv. connections with the Peak District National Park**
- v. rural diversification**

### **Vitality and Viability of Centres**

5.53 Town, district and local centres lie at the heart of local communities and their primary role is providing shopping and community services. These are critical to the future prosperity, quality of life and sustainability of the borough. A key aim of the Core Strategy is to promote the vitality and viability of the borough's town, district and local centres. The borough council will achieve this by emphasizing new economic growth and development of the main town centre uses including retailing, leisure, entertainment, offices, arts, culture, tourism facilities, towards existing centres. The outcomes of this focus will:

- Encourage variety, choice and quality of retail provision in the town centre and other district and local centres;
- Support healthy, competitive and successful town centre provision;
- Enhance town, district and local centre environments as a focus for community and civic activity.

5.54 Chesterfield town centre is a sub-regional centre. As well as a focus for shopping and service provision and a focus of economic activity within the borough, it is also a significant centre for the wider North Derbyshire and South Yorkshire area. In 2009 the borough council adopted a non-statutory masterplan for Chesterfield town centre, emphasizing its future development and management. Chesterfield town centre will be the main location for new shopping development in the borough. The town's 800 year old market tradition will continue to be a central part of shopping and visitor activity. Chesterfield town centre should continue as the hub for cultural, civic and

commercial office activity within the borough. There will also be scope for the adjustment of the town centre boundary to incorporate further commercial, retail and office development, principally in the Northern Gateway area which is identified for future expansion of Chesterfield town centre.

### **Town and District Centres**

- 5.55 Staveley town centre and the Chatsworth Road and Whittington Moor district centres meet the day to day needs of their local catchment and week to week needs of many people outside the local catchment. Each of the centres serves a primary local, convenience function for the surrounding residential areas. All three centres have a reasonable range of local shopping facilities including major food stores in Staveley and Chatsworth Road and smaller food stores in Whittington Moor. They include a number of service uses which complement the retail uses. The aim is to preserve and enhance the vitality of these centres.
- 5.56 Staveley town centre will have an increasingly important role as a centre in terms of supporting further growth within the Staveley and Rother Valley Corridor and the eastern villages of Poolsbrook, Barrow Hill, Mastin Moor and Duckmanton. This may involve re-defining the town centre boundary to allow further expansion and growth, which will be considered in the Local Plan: Sites and Boundaries, drawing on the findings of the Staveley Town Centre Masterplan (2009).

### **Local Service Centres**

- 5.57 Three 'Local Service Centres' at Brimington, Hasland and Holme Hall are regarded as being capable of serving a larger population as they already have a good provision of retail, service and community facilities and good public transport. The priority is to preserve the health of these centres, enhance them and retain and expand the current range of facilities. To do this, the strategy is to focus development in and around the centres and to take other land use, promotional and other improvement measures to increase economic and community activity and to improve the attractiveness of these centres. Such measures can include environmental improvements, community safety improvements, transport enhancements, parking initiatives, rate relief on units and accessibility improvements. There are also other specific projects such as the Townscape Heritage Initiative and promotion through key projects including Destination Chesterfield.

### **Local Centres**

- 5.58 Local centres meet the day to day needs of most residential areas within the borough. They are small, local convenience shopping centres based around old "village" centres and purpose-built centres within recent housing developments. Each centre should maximise on any opportunities for enhancement as they arise, to ensure their continued vitality. The borough also has a number of individual small shops that serve an essential function in some communities.

## New Local Centres

- 5.59 New local centres will be required in settlements or areas being earmarked for significant growth over the plan period which do not have any significant groupings of current provision. These are at Chesterfield Waterside and Staveley and Rother Valley Corridor. Further work is required to assess current provision in the eastern villages. More detailed policies and measures for the new local centres will be included within the Local Plan: Sites and Boundaries.

## Hierarchy of centres

- 5.60 A hierarchy of centres has been identified based on current scale and type of development within existing centres. The hierarchy of centres has been developed to reflect the pattern of provision across the borough and to provide an understanding of the roles different centres play for their community and how they relate to other centres. Also identified within the hierarchy are places where new centres will need to be created to support existing and expanding populations. In addition to town, district and local centres, the borough has a number of other retail areas, including purpose-built retail parks such as Ravenside, Markham Road and Lordsmill Street, and other established destinations like those along Wheatbridge Road and Sheffield Road. These areas are distinct because they are in edge of centre or out of centre locations and have a 'bulky goods' and/or large format retailing or retail warehousing element. Links between these retail parks and nearby centres need to be strengthened.

### Hierarchy of Centres

<u>TYPE OF CENTRE</u>	<u>LOCATION</u>
Sub-Regional Centre	Chesterfield Town Centre
Town Centre	Staveley Town Centre
District Centre	Chatsworth Road Whittington Moor
Local Service Centres	Brimington Hasland Holme Hall
Local Centres	Abercrombie


**Main Town Centre Uses**

- 1. Retail development (including warehouse clubs and factory outlet centres)**
- 2. Leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)**
- 3. Offices**
- 4. Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)**

**CS15 – Vitality and Viability of Centres**

**Role of centres**

**The council will support the role of the town, district, local service centres and local centres in providing shops and local services in safe, accessible and sustainable locations. New development should make a positive contribution to the centre’s viability and vitality and be of an appropriate scale. Centres will continue to remain important for retail serving the borough and will continue to provide shopping and other town centre uses including cultural facilities for localised**

catchments, reflecting the role and function of the settlement in the spatial development strategy and the hierarchy of centres.

#### **Centre boundaries**

The boundaries and primary frontages of the town, district, local service centres, local centres and other retail areas will be defined within the Local Plan: Sites and Boundaries. The secondary frontages will also be defined for town and district centres.

Proposals for comprehensive redevelopment of a centre or part of a centre will be considered where the proposals can demonstrate the community benefits of redevelopment and justify any loss of retail facilities. The provision of new local centres may be considered where a need arises.

To ensure the vibrancy, inclusiveness and economic activity of the borough's centres, a range of other uses including health, leisure, entertainment, community facilities, sports, offices, art, food and drink, cultural and tourism facilities will be encouraged. New housing will be permitted above ground floors uses or in locations outside the primary retail frontages.

To achieve this, the mix of uses will be controlled in order that town centre uses other than A1 retail will:

- a) not overwhelm the retail function of the centre, street or frontage where it is located by having a detrimental impact on vitality and viability;
- b) contribute to an active, well-used and safe environment in the evening with acceptable impacts on residential amenities;
- c) cater for a wide public through diversity of leisure and cultural attractions and events, and by increasing the resident population; and
- d) contribute to an appropriate mix of licensed premises
- e) contribute to efforts tackling vacant, under-used and derelict buildings within centres, particularly in historic buildings.

### **Retail**

5.61 The National Planning Policy Framework states that local authorities should quantify the need for additional retail development and then identify locations for such development by applying a sequential approach which prioritises town centre locations. The council supports this approach as a means of ensuring the vitality and vibrancy of its centres.

5.62 An updated Retail Capacity Study for Chesterfield was produced by Nathaniel Lichfield and Partners (NLP) in December 2010. This report modelled future

retail expenditure growth for the borough up to 2016, 2021 and 2026 and the potential implications for new floorspace. NLP's findings also need to be considered against the 2010 CACI study entitled 'Chesterfield's Retail Offer' which examined the make-up and extent of the borough's existing and potential retail catchment and how in particular Chesterfield town's offer may change to maximise its market share. Both these studies can be viewed at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase).

- 5.63 The NLP study identified that there is scope for further comparison and convenience retail development during the plan period. There is potential for approximately 2,800 sqm of new net convenience floorspace by 2016, including a single new large foodstore. If such a foodstore is secured within Chesterfield town centre (see policy PS1), there will be no need to identify further opportunities for large food store development up to 2021.
- 5.64 Projections of new comparison floorspace have declined since previous studies, due to the provision of new floorspace at Tesco and Sainsbury stores, as well as significant restructuring in the bulky goods and DIY sectors, which have left a number of large units vacant. The NLP study indicates that there could be scope for around a further 19,100 sqm net comparison floorspace up to 2016, although there is also scope for restructuring the large format provision in particular to provide improved quality. It is also likely that, with changing retail formats, more of the comparison floorspace will be delivered in larger formats, creating increased demand for larger units.

Year	Convenience Goods Floorspace (sqm)	
	Net Sales	Gross
By 2016	2,800	4,000
By 2021	4,400	6,300
By 2026	6,000	8,500

Year	Non Retail Warehouse Comparison Goods Floorspace (sqm)	
	Net Sales	Gross
By 2016	19,100	27,300
By 2021	34,100	48,700
By 2026	51,400	73,400

Year	Retail Warehouse Floorspace (sqm)	
	Net Sales	Gross
By 2016	0	0
By 2021	0	0
By 2026	3,700	4,400

Source: NLP Retail Capacity Update 2010



### **CS16 Retail**

**Across the borough, a sequential approach will be used to assess sites for retail and other town centre uses, to focus such development on town, district, local service centres and local centres to meet the requirements of national planning policy.**

**Specific forms of retail use outside Use Class A1 that require large premises such as showrooms, trade counters and wholesale premises, may be permitted in edge or out of centre locations if, due to reasons such as scale and servicing, the use would be unsuitable within a centre. In such cases, conditions will be applied where appropriate to define permissible changes of use and the range and type of goods or services sold.**

**Individual small shops (up to 200m<sup>2</sup>) designed to serve local day to day needs will normally be permitted outside centres.**

### **Social Infrastructure**

- 5.65 The provision of community, leisure, cultural, religious, education and health facilities including local shops, public houses and places of worship, is essential to the quality of life of the borough's residents. Such facilities are considered to be vital social infrastructure, and places benefit when the people who live there have a sense of local identity and actively participate in community life. As expressed in the 'Vision' section at 3.22 the council recognises the importance of voluntary organisations to the life of the borough and wishes to support their work. For reasons of sustainability, equality and diversity, it is important that good quality services and facilities are available locally. Not least of these reasons is reducing the need to travel which leads to environmental benefits as well as contributing to improving health and wellbeing.
- 5.66 The provision and enhancement of social infrastructure assets and their location within town, district and local service centres are to be encouraged across the borough. The extent of existing provision has been identified in the Community Infrastructure Study 2009 (available at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase)) and it is important that facilities and services are provided in the most effective and accessible way. In areas that are not well served, existing social infrastructure assets must be protected and enhanced wherever practical, since their loss can have a major impact on communities.
- 5.67 The Community Infrastructure Study found that in general the borough has a good coverage of community facilities, ward by ward, and relatively good accessibility by public transport. Chesterfield faces a number of key issues. It contains some of the most deprived areas of Derbyshire, with many residents having poor health. Residents in the north east part of the borough have the

longest travel times to get to key facilities. In the west of the borough, Walton Ward has limited provision. This area does however benefit from facilities in neighbouring wards and has access to good public transport links and high levels of car ownership. Improving the health of the borough is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a safe environment and feeling part of an inclusive community.

- 5.68 Another key issue for the borough is how to improve the ability of its residents to access skills, training and education, particularly amongst young and long-term unemployed people. To ensure convenient and equal access to educational facilities, any expansion of education and skills provision should be accompanied by the access to public transport or other travel modes to achieve a good match between new development and education and skills provision.
- 5.69 Although some local schools within the borough have spare capacity and can take the extra pupils who will be living in new housing development, public resources for education are limited. It is important to make best use of this existing capacity. Some schools in the borough are oversubscribed, particularly in Woodthorpe and Brampton. In addition, where schools have spare capacity their facilities may be in need of upgrading. New development should not put undue pressure on these facilities. Where there is oversubscription or poor suitability of facilities, developers of new housing will be asked to provide financial contributions to upgrade existing facilities or provide new facilities.

## **CS17 Social Infrastructure**

### **Location of new development**

**Social infrastructure facilities will be permitted in and on the edge of the town, district and local service centres where they are accessible by public transport, cycling and walking, unless they are meeting a specific local need. Opportunities to deliver new or enhanced provision as part of new developments will be maximised, depending on the capacity and suitability of existing services.**

### **Co-location of facilities**

**The co-location and multi-use of facilities will be encouraged. Where proposals involve the provision of new or expanded social infrastructure facilities, they should be well related to existing centres and settlements and public transport infrastructure, and should provide high standards of accessibility for all sectors of the community.**

### **Improvement of existing facilities**

**The quality, functionality and accessibility of existing social infrastructure facilities will be improved at sites including Chesterfield Royal Hospital, Walton Hospital and Chesterfield College, so as to allow for their future expansion. Masterplans will be required to accompany proposals to ensure the sustainable and co-ordinated development of**

the hospital and college sites.

**The amalgamation and loss of facilities**

Development will not be acceptable where it includes the change of use, amalgamation of uses or redevelopment of existing local community or recreational facilities, if it would result in the loss of a facility which is required to meet a local need or contributes to the network of facilities throughout the borough unless:

- a) There is an equivalent facility available in the locality or an equally accessible one is made available prior to the commencement of redevelopment to serve the same need; or
- b) It can be demonstrated through a viability assessment that the current use is economically unviable and all reasonable efforts have been made to let or sell the unit for the current use over a 12 month period.

## **Design and the Built Environment**

### **Design**

- 5.70 A key principle of the Core Strategy is to nurture local distinctiveness and good design. Good design is fundamental to sustainable development. Improving our places through raising the quality of the built environment is one of the Core Strategy's main challenges. In addition, there is a need to continue to identify, protect and enhance the best of the borough's built and natural environment and the characteristics of its landscape and its communities that make different parts of the borough special. This has to do with the way places are used and managed (such as Chesterfield Market and the area around the Crooked Spire), as well as their physical form.
- 5.71 The quality of the public realm and built environment is an important factor in their identity and sense of place. This is most notable in the historic town centre where many of the borough's shops and civic buildings date from the 18<sup>th</sup> and 19<sup>th</sup> centuries and provide a strong sense of place. Areas of uniform or bland development and public realm results from the use of standardised designs and lack of consideration of local character, traditions and distinctive qualities.
- 5.72 Townscape is the character and appearance of spaces and buildings in an identified area of a town. The borough has an important archaeological and built heritage, linked to its industrial and commercial past, which help to define its character. The character of new developments also contributes to the local townscape. There should not be a conflict between historic character and new development if there is high quality sensitive design. Materials are an important aspect of local distinctiveness and make an essential contribution to the character and appearance of a place. Historically local coal measures sandstone and brick made of local clay have been used in many of the town's older buildings and these materials are distinctive to our borough. Styles of building and design often show the influence of local industries.
- 5.73 Over the years the borough's industrial heritage has had its effects on the borough's townscape and architecture. Parts of the borough's built environment, for example Hasland and New Whittington, have the character of separate settlements. Landscape character is also a part of local distinctiveness and its variations within the borough need to be recognised and maintained in new development and in schemes of management as described in the Landscape Character of Derbyshire (Derbyshire County Council 2003).
- 5.74 Ensuring that buildings and places are safe is an integral part of design, and should be considered at the earliest stages of the process. The council's adopted SPD 'Designing Out Crime' includes useful guidance.
- 5.75 The priority for the future is to protect the assets that enhance the borough's quality, and improve those elements that detract. In looking to the future of the borough good high quality urban design, landscape design and high quality

architecture that respects Chesterfield's heritage whilst promoting innovative forms of development will be essential to the process of regeneration. Vibrant, safe places with a distinct identity are important to the quality of life of all Chesterfield borough's residents as well being essential tools for promoting Chesterfield borough as a destination.

- 5.76 To assist developers in achieving good design the council is preparing a Residential Design SPD jointly with North East Derbyshire, Bolsover and Bassetlaw District Councils. Proposals that are considered to be locally significant or strategic will be referred to design review with an appropriate local provider that adheres to the Design Council CABI principles for design review. The council will expect applicants to respond positively to recommendations made. Design review should take place as early as possible in the life of a proposal, preferably at pre-application stage.

### **Percent for Art**

- 5.77 The borough council considers art to be integral to good quality design. Works of art can make a positive contribution to the built environment by giving new and refurbished buildings a unique identity. This helps to create a sense of place and adds to the character of the neighbourhood. It can encourage economic development and tourism. By engaging with the local communities the Percent for Art process can promote social inclusion. The inclusion of art within a development or provided off-site can help to mitigate against any visual or aesthetic impact of the development.
- 5.78 The borough council has operated a highly successful percent for art policy since 1994. To date over 60 schemes have been completed. There has been considerable community involvement in developing schemes, with artists leading workshops in schools, colleges and with community groups. The borough council will encourage developers to engage an artist at the earliest possible stage in the project to work in collaboration with the architect.
- 5.79 For the purposes of Policy CS18 the total development cost excludes the cost of the land. Viability of development is an important consideration for the council. In this respect abnormal site costs would be acknowledged as well as general viability. It has been the practice of the borough council to negotiate with developers as to the precise figure of percent for art in relation to a S106 agreement. The council intends to continue this approach. The council will take into account this policy requirement, set out in CS18, when determining the CIL charging schedule. The percent for art requirement set in this policy will be tested through the CIL process and will inform future policy reviews. CIL rates will be reviewed when updated viability evidence is available.
- 5.80 The policy is directed at major developments costing in excess of £1 million, but the borough council would also encourage other smaller development schemes to consider including works of art within their developments. Although the preference would be to incorporate art work within the design of the development, in some cases it may be appropriate to provide the art work off-site.

## **CS18 Design**

**All development should identify, respond to and integrate with the character of the site and surroundings and respect the local distinctiveness of its context.**

**Development will be expected to:**

- a) promote innovative forms and building designs that positively contribute to the distinctive character of the borough, enrich the quality of existing places and enhance the quality of new places;**
- b) respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, density, massing, detailing, height and materials;**
- c) be at a density appropriate to the character of the area whilst not excluding higher densities in and close to centres;**
- d) contribute to the vitality of its setting through the arrangement of active frontages, accesses, and functions, including servicing;**
- e) ensure that the interface between development boundaries and their surroundings are attractive and take account of the relationship between public and private spaces;**
- f) provide appropriate connections both on and off site, including footpath and cycle links to adjoining areas to integrate the development with its surroundings;**
- g) provide adequate and safe vehicle access and parking;**
- h) provide safe, convenient and attractive environment for pedestrians and cyclists;**
- i) preserve or enhance the landscape character and biodiversity assets of the borough;**
- j) be designed to be adaptable and accessible for all;**
- k) have an acceptable impact on the amenity of users and neighbours;**
- l) be designed to be safe and secure and to create environments which reduce the potential for crime;**
- m) minimise the impact of light pollution**

**For major developments costing in excess of £1 million, the council will seek to negotiate up to 1% of the total development cost of the scheme for the design, installation and maintenance of public artwork, secured by a legal agreement where necessary.**

## **Historic Environment**

- 5.81 The borough possesses a rich historic environment with an array of heritage assets. As of April 2011 the borough has a variety of nationally recognized heritage assets which includes 243 Listed Buildings, including 1 Grade I

Listed, 17 Grade II\* Listed Buildings and a Grade II Listed Historic Garden at Queen's Park. There are 2 Scheduled Ancient Monuments; (Brampton Barn and Tapton Castle Hill) and 11 Conservation Areas designated and a Grade II Registered park and Garden at Queens Park. A programme of Conservation Area Appraisals and Management Plans is being completed for all eleven of the borough's conservation areas. These will also have an important role to play when decisions are being made on planning applications.

- 5.82 Within the borough there are other locally recognised historic sites, such as the 4 locally important Historic Parks and Gardens at Tapton House and grounds, Ringwood Hall grounds, Tapton Grove and Dunston Hall Deerpark. There are other archaeologically important areas across Chesterfield borough that have been identified in the Historic Environment Record (HER), this includes an area known as the Historic Town Centre Core. Where possible, the council will work to preserve and enhance these areas through positive action and management. The boundary of the Historic Town Centre Core will be defined in the Local Plan: Sites and Boundaries.
- 5.83 In addition to the heritage assets which are statutorily nationally designated, the borough has many more non-designated buildings, structures, parks, gardens and views (including cemeteries and open spaces) that are special because of their local historic or architectural interest. These contribute to local heritage and local identity and their importance should be recognised for that reason. The borough council will identify non-designated heritage assets in a local list specifying the local heritage assets within the borough that will be afforded protection. This will be done in consultation and collaboration with partners, local people, landowners, neighbouring authorities and other stakeholders on a rolling basis. Following adoption of the Core Strategy an SPD will be prepared which includes the Local List and further advice on how local heritage assets can make a positive contribution to development.
- 5.84 The council will work with English Heritage to support flexible and sensitive solutions to address issues of those heritage assets identified as at risk where this would remove an asset from English Heritage's at-risk register or local records of heritage at risk.

#### **CS19 Historic Environment**

**The council will protect the historic environment and heritage assets throughout the borough and seek to enhance them wherever possible. All new development must preserve or enhance the local character and distinctiveness of the area in which it would be situated.**

**The council will do this through:**

- a) a presumption against development that would unacceptably detract from views of St Mary's Church (The Crooked Spire) by virtue of its height, location, bulk or design;**
- b) the protection of Designated Heritage Assets and their settings including Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens;**

- c) the use of Conservation Area Appraisals and associated Management Plans to ensure the preservation or enhancement of the individual character of each of the borough's conservation areas;**
- d) the identification and, where appropriate, protection of important archaeological sites and historic environment features;**
- e) the identification and, where appropriate, protection of non-designated heritage assets of local significance, compiled and referred to as The Local List;**
- f) Enhancing the character and setting of Queens Park, Chesterfield Market Place, the Hipper River Valley, Chesterfield Canal and locally important Historic Parks and Gardens.**

**The council has a presumption in favour of retaining heritage assets on The Local List. Development that involves substantial harm or loss of a non-designated heritage asset will not be acceptable unless it can be demonstrated that:**

- i. the asset is structurally unsound and poses a safety risk**
- ii. it is unviable to repair or maintain the asset**
- iii. alternative uses have been fully explored**
- iv. it would have wider social, economic or environmental benefits as part of a masterplanned regeneration scheme**

**Where a proposal that involves unavoidable harm or loss of a heritage asset on The Local List meets the criteria above, the council will seek a replacement development of a similar quality, where possible retaining the features of the heritage asset.**

**Where the council is satisfied that the loss of heritage assets (both designated and non-designated) is considered to be justified, the council will require the developer to have the asset surveyed and recorded by a suitably qualified professional prior to the development commencing, and the records made publically available.**



## **Travel and Transport**

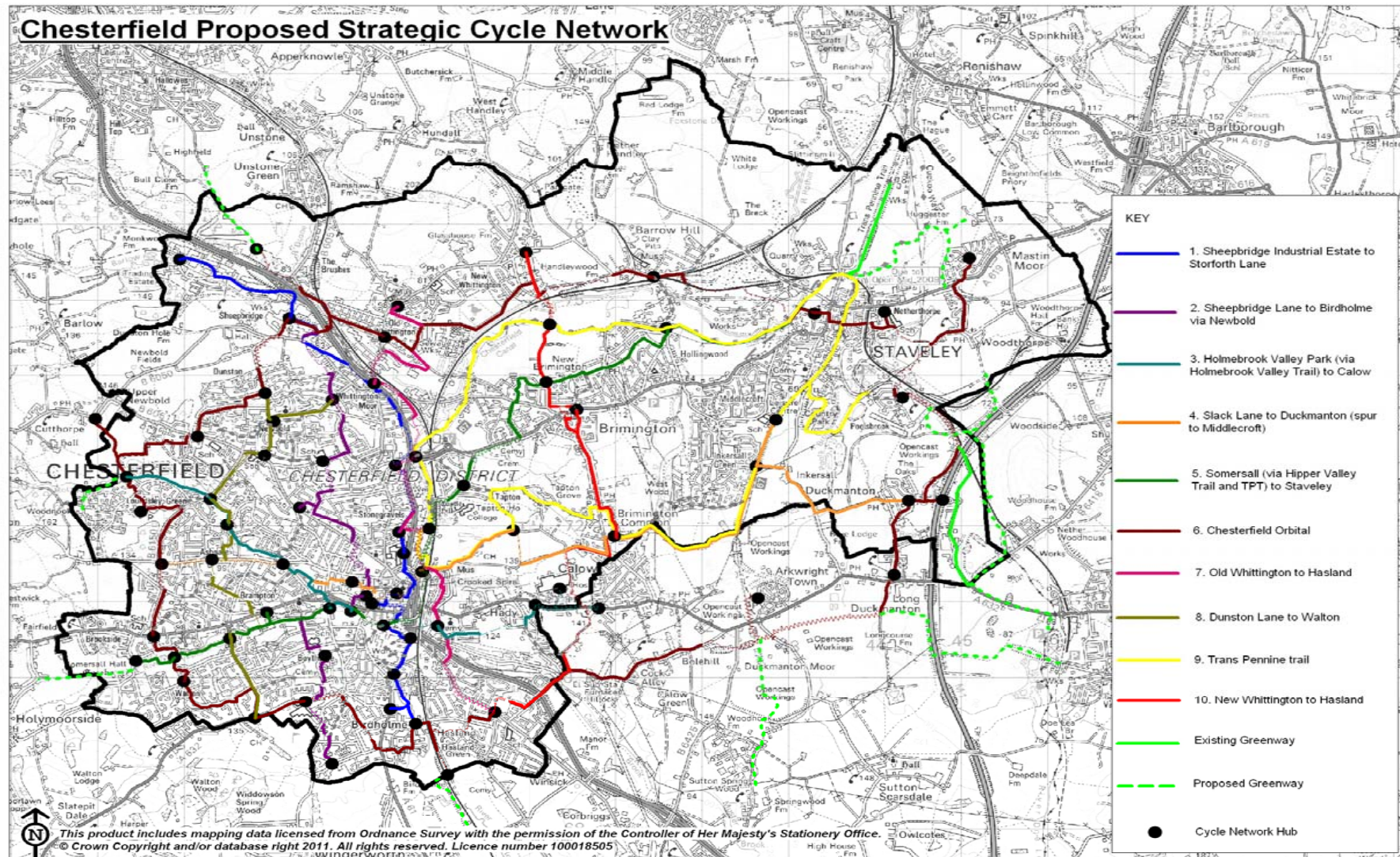
- 5.85 Chesterfield borough is well located on the national transport network, with a main line railway station, three junctions of the M1 motorway close to the east side of the borough and several major roads (notably the A61 and the A619) converging at Chesterfield itself. Whilst this general level of accessibility has advantages, there are also disadvantages when through traffic and local traffic competes to use the road network at peak hours. In particular the road network becomes congested when there are traffic flow problems on the M1, since the A61 acts as an alternative north-south route for many users and several of the routes connecting it to the M1 junctions have very limited capacity. As a result of this congestion a number of areas in the borough suffer from poor air quality.
- 5.86 While congestion is less of an issue in the more rural parts of the borough, such as Barrow Hill, Poolsbrook, Mastin Moor and Duckmanton, there is an issue over access to services, jobs and facilities, worsened by the low levels of car ownership in these villages, where levels of deprivation are higher than average. Public transport however is relatively good, enabling residents to access key facilities by bus in reasonable times.
- 5.87 Improvement of the networks for public transport, walking and cycling will allow a range of smarter travel choices to be made, to reduce reliance on the private car and help towards overcoming congestion and improving air quality on the main routes in and out of Chesterfield; the A61 corridor, Chatsworth Road and the A619 to the east, Derby Road and the A61 to the north.

### **Walking and Cycling**

- 5.88 Ultimately the aim is to reduce congestion and carbon emissions, tackle air pollution and increase accessibility for all the borough's residents. The provision of joined-up strategic walking and cycling networks will assist in meeting this aim. To do so will allow sustainable access to key facilities such as schools, employment areas and the town centre, as well as providing recreational opportunities via greenways and the rights of way network.
- 5.89 As well as replacing car use for shorter journeys, walking and cycling can also promote healthy lifestyles and provide access to the countryside. Greenways, such as the Trans Pennine Trail which follows the Chesterfield Canal, are particularly important as they provide recreational opportunities and can also help boost tourism in the borough. Derbyshire County Council has identified a number of existing and potential Greenways in the East Derbyshire Greenways Strategy. Several of these are designated sections of the National Cycle Route network.
- 5.90 A strategic cycle network for the borough has been drawn up by a partnership of Derbyshire County Council, Chesterfield Cycle Campaign and the borough council. It is officially recognised by both councils and is set out in Policy TF2 of the third Local Transport Plan (LTP). The strategic network is indicated on Diagram 7. More information is available by following the link to the LTP at

[www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase). The council is working with Derbyshire County Council and local partners to identify and designate a similar network of walking routes, having regard to the Derbyshire County Council Rights of Way Improvement Plan. Both networks will be the subject of further work during the Core Strategy period to improve, promote and where appropriate, extend them.

Diagram 7: Strategic Cycle Network



## **Public Transport**

- 5.91 Access to the rail network is provided by Chesterfield railway station which is located at the edge of the town centre. The capacity and facilities at the station are the responsibility of Network Rail, which has highlighted the following issues (Draft East Midlands Route Utilisation Strategies 2010)
- Total passenger demand in the East Midlands is expected to grow by 28 percent over the next 10 years, particularly the market for rail travel to and from Birmingham (including Chesterfield) with the number of trips increasing by 40 percent over the same time frame.
  - The route between Chesterfield and Birmingham via Derby is one of the major drivers of performance in the East Midlands, the mix of fast and stopping passenger trains and freight services presents a major performance challenge.
- 5.92 Chesterfield has excellent access by rail to most parts of Britain. Many service levels and facilities have been improved over the last 10 years so that Chesterfield now has two trains per hour to London, a minimum hourly service on the Cross Country network, and direct links to Derby, Sheffield, Nottingham Leeds and Manchester as well as good local connections. Bus services are generally good across the borough, with the vast majority of residents able to access key services such as GPs by public transport and/or walking in 30 minutes or under. Although there is no single bus interchange in the borough, there are a number of locations that have multiple route stops and have a similar function to an interchange, such as New Beetwell Street in Chesterfield Town Centre and Market Street/High Street in Staveley Town Centre. In addition to local services, the borough also has Chesterfield Coach Station which provides services to towns and cities throughout England, including Manchester, and East Midlands airport and the London airports.

## **Influencing the demand for travel**

- 5.93 First and foremost, in tandem with other Core Strategy themes, development will be located so that the need to travel is reduced. This policy seeks to ensure that travel behaviour is influenced through the design of developments, so that peoples' travel needs can be met by the use of a range of transport choices other than the private car. The way that the network is managed will be crucial to the success of this intention, requiring close working with a range of partners, above all the local highway authority, Derbyshire County Council. The council will have regard to the Local Transport Plan, particularly the detailed policy statements in Appendix B, when considering development proposals. In terms of influencing sustainable travel choices, the council will work with Derbyshire County Council to implement Smarter Choices techniques where appropriate, according to priorities outlined in the LTP.

## **CS20 Influencing the Demand for Travel**

**To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision. Priority will be given to measures to encourage more sustainable travel choices.**

**To secure this aim, the council will expect development proposals to demonstrate the following:**

- a) Prioritisation of pedestrian and cycle access to and within the site**
- b) Protection of, or improvements to the strategic pedestrian and cycle network**
- c) Demand management measures such as car clubs, car sharing and appropriate parking provision in accordance with the guidance set out in Appendix G**
- d) Protection of, or improvements to public transport provision and/or facilities**
- e) Provision of opportunities for charging electric vehicles where appropriate**

**The impacts of any remaining traffic growth expected, shall be mitigated through physical improvements to the highways network where necessary, to ensure that development has an acceptable impact on the functioning and safety of the highway network.**

**Any necessary mitigation measures should be set out in development proposals, including within Transport Statements, Transport Assessments and Travel Plans where these are required, and secured through conditions and/or legal agreements.**

**Priority areas for combinations of sustainable transport measures and highways improvements will be:**

- i. The A61 Corridor**
- ii. The A619 Chatsworth Road**
- iii. The A619 corridor through Brimington and Staveley**
- iv. Chesterfield Town Centre**
- v. Access to Chesterfield Railway Station**

**For masterplanned or phased developments, provision for the monitoring of traffic impact, and mitigation of identified problems will be made through the use of legal agreements.**

## **Major Transport Infrastructure**

- 5.94 In accordance with the themes from the spatial vision, one of the aims of the transport policies is to make the best use of the existing road network. New

roads do not necessarily address the causes of congestion and they may have damaging environmental impacts. However, limited new road building may be required in particular circumstances to support the borough's regeneration objectives, such as in conjunction with the development of the Staveley and Rother Valley Corridor.

- 5.95 A number of major transport routes have been safeguarded in the local plan and identified in the Derbyshire County Local Transport Plan (LTP). The most significant of these is the Chesterfield-Staveley Regeneration Route. Derbyshire County Council is currently reviewing this scheme and will be considering alternative options for and alignments of any major new road infrastructure. The Staveley and Rother Valley Corridor Area Action Plan will also consider the most appropriate transport options to provide access to the corridor. The details of major transport infrastructure for which land must be safeguarded will be set out in the Local Plan: Sites and Boundaries DPD.

#### **CS21 Major Transport Infrastructure**

**The council will safeguard land for major new transport infrastructure including:**

- **Chesterfield-Staveley Regeneration Route**
- **Staveley Northern Loop Road Phase 2**
- **Chesterfield Town Centre Relief Road**
- **Rail Halt at Barrow Hill**
- **Rail Terminal at Markham Vale**

## 6.0 Making Great Places

6.1 In addition to the Core Policies included in the previous chapter, there is a set of policies for particular areas in the borough. They apply to all developments within these places or sites. This section includes those places where significant growth or change will occur. The detail of what is acceptable for each particular individual site in these areas, and for all the other sites across the borough not covered in this section, will be set out in the Local Plan: Sites and Boundaries.

### **Chesterfield Town Centre**

6.2 Chesterfield Town Centre is well known for its parish church of St Mary and All Saints ('The Crooked Spire'), and for its historic Market Square and Market Hall, which attract visitors from far afield. It is also a vibrant sub regional centre for shopping, services (containing the main offices for two different local authorities), and employment with a very active night-time economy. The town centre also acts as a major hub for transport services, with bus services serving much of North East Derbyshire and the Peak District, a modern Bus and Coach Station serving national services and direct main line rail access to destinations including London, Birmingham, Manchester and Edinburgh.

6.3 In retail terms Chesterfield town centre is ranked 130<sup>th</sup> out of 4,000 retail centres nationally (source CACI 2010), with a catchment covering a total population of 1.6 million people. As well as a strong offer from multiple retailers, Chesterfield town centre has a unique independent retail offer, complemented by a thriving, regular market.

6.4 In 2009, the borough council approved a Town Centre Masterplan for Chesterfield. The key message of this masterplan was to protect the core of the centre (the Market Square and existing retail offer) whilst transforming the fringes of the centre to create a wider offer and greater mix of uses. To do this it established 5 masterplanning principles:

- Reinforcing the Core
- Moving Traffic Out
- Fixing the Edge
- Greening the River Corridors
- Creating Distinctive Quarters

6.5 The masterplan acknowledges the role of the centre in providing office accommodation and identifies the potential for new investment in this sector, which largely relies on older, smaller premises. The masterplan also recommends moving through traffic out of the town centre in order to create a more attractive environment generally and around the 'Crooked Spire' in particular.

- 6.6 The masterplan identifies 8 regeneration projects, 4 of which are priorities for development within this plan period of 2011 – 2031 and considered to be key regeneration areas:
- Northern Gateway
  - Station Approach
  - Railway Terrace
  - Spire Neighbourhood
- 6.7 In bringing these sites forwards for development the council will use a combination of masterplans, site-specific planning briefs, SPD's and Outline Planning Applications.

### **PS1 Chesterfield Town Centre**

**Subject to policy CS15, planning permission will only be granted for development that contributes towards:**

- a) Protecting and enhancing the centre's sub-regional and local role in providing employment, services, leisure and retail**
- b) Supporting the objectives of Chesterfield town centre masterplan**
- c) Economic development and community safety by providing a diverse range of uses including retail, office, community facilities, leisure and food and drink uses**
- d) Protecting and enhancing the historic character of the centre and the role of the Historic Market and Market Hall**
- e) Improving accessibility between the centre and surrounding areas, including Chesterfield Railway Station, Waterside, Queen's Park, Chesterfield College and Ravenside Retail park**
- f) Enhancing walking, cycling and public transport provision**
- g) Maintaining the overall level of provision of public car parking; new off street car parking will usually only be permitted when justified through a transport assessment or travel plan**
- h) Reducing through traffic**
- i) Enhancing the range and quality of residential uses within Chesterfield town centre**

**Within the four key regeneration areas, development proposals should contribute to the objectives for each area as follows:**

#### **Northern Gateway**

**On land between Newbold Road/Holywell Street and Saltergate, which comprises the Northern Gateway Development Project, planning permission for re-development will only be granted for comprehensive proposals to provide an extension to the primary retail area of Chesterfield Town Centre.**



Re-development will be through a retail-led mixed-use scheme to include a new food store, comparison retail and other ancillary town centre uses including leisure (D2) and food and drink uses, B1 offices, community facilities (D1), financial and professional services (A2), dwellings and replacement public car parking and public transport facilities. On and off-site highways and access improvements will integrate new development with Chesterfield Town Centre, adjacent retail areas and the historic market through improved pedestrian and cycle connections. Applications for planning permission will be accompanied by a masterplan showing a comprehensive approach to the site.

#### **Station Approach**

Improvement of the connections between the town centre and Chesterfield Waterside, Chesterfield College and the railway station, including enhanced pedestrian and cycle links over the A61 and environmental improvements to the route of the A61.

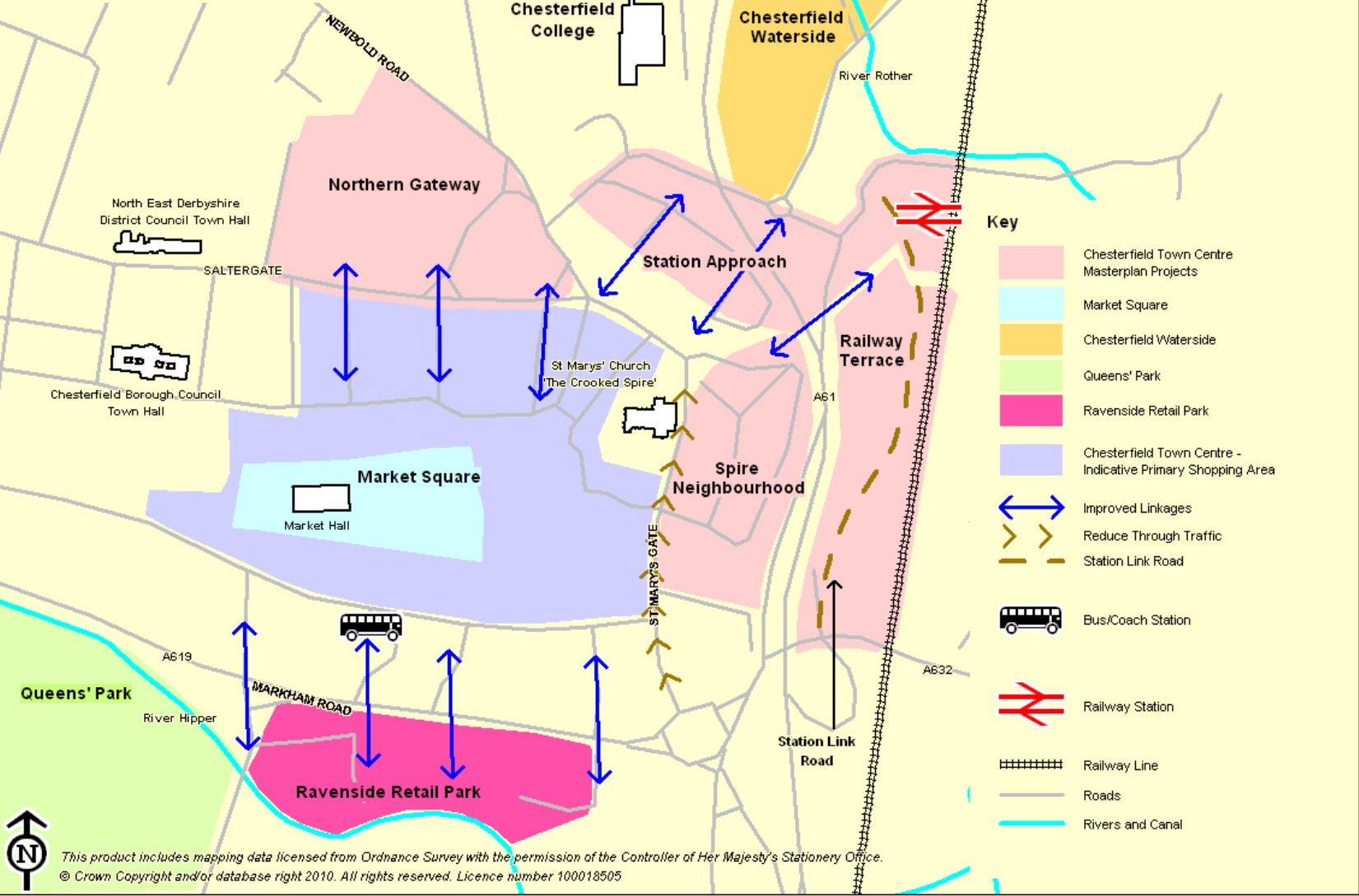
#### **Railway Terrace**

Redevelopment of land between the A61 and railway to create a new road and cycle/pedestrian link connecting Hollis Lane and Crow Lane and enhanced interchange facilities at Chesterfield Railway Station for buses, cycles and pedestrians, including enabling development and replacement station car parking.

#### **Spire Neighbourhood**

Development of a new residential community and improvements to the setting of St Mary and All Saints church, including pedestrian and cycle priority improvements on St Mary's Gate and replacement public car parking.

# Chesterfield Town Centre



## **Chatsworth Road Corridor**

- 6.8 The Chatsworth Road Corridor stretches westwards from Chesterfield town centre along the A619 from the West Bars roundabout to Morrison's supermarket; forming the main route from Chesterfield town centre to the Peak District. At the area's heart is the Chatsworth Road district centre, whilst to the south lies a corridor of former industrial land containing a mixture of active, under-utilised and vacant sites following the line of the River Hipper. The corridor also contains a variety of small employment premises and residential areas, mixed in with other uses.
- 6.9 The district centre that runs along the frontage of Chatsworth Road is undergoing a renaissance, with a variety of new uses giving it renewed vigour. Further development within the district centre should nurture and harness this. Parking within the district centre is an issue and can add to levels of congestion in the area. Improved areas of car parking will be required to meet needs of the additional numbers of people living and using the facilities within the centre. The aspiration is that the former industrial land south of Chatsworth Road will integrate and provide strong links with both the district centre and surrounding communities. This will provide a new variety of uses that include cafes, restaurants, independent shops and creative businesses creating a mixed, sustainable community for all to enjoy.
- 6.10 In September 2005, a masterplan for the land south of Chatsworth Road was adopted by the council. This guides future development of the former industrial area and provides a starting point for redevelopment proposals. This land presents a range of opportunities to regenerate an under-used area for a mix of new, high quality development, including potential for a prestigious residential setting using the Grade II\* listed Walton Works building, new employment opportunities and enhancement of the River Hipper as a wildlife corridor and walking and cycling route. The masterplan also seeks to tackle the risk of flooding from the River Hipper, which has historically been a problem in this area, and to build on the successful east-west Hipper Valley cycle trail by improving north-south walking and cycling connections across the area.
- 6.11 As a main transport route, Chatsworth Road suffers from high levels of traffic and associated air quality issues. Available transport evidence identifies that Chatsworth Road also has a problem with severance. The existing and potential mix of uses also makes it an attractive and sustainable location to live and work, however. Development in this area should emphasise access to sustainable transport and integration with the opportunities and services of the district centre, by reducing the need to travel by car.
- 6.12 Within the wider context of the Chatsworth Road Corridor the Chesterfield Town Centre Masterplan was adopted in October 2009. The masterplan identifies the importance of West Bars located at the eastern end of Chatsworth Road. West Bars is acknowledged as a key gateway site to both Chatsworth Road and the Peak District and to Chesterfield town centre.

## **PS2 – Chatsworth Road Corridor**

**Planning permission will only be granted for development that contributes towards:**

- a) The vitality and viability of Chatsworth Road district centre**
- b) Improving the West Bars gateway to Chesterfield town centre.**
- c) Strengthening the links between the land south of Chatsworth Road with the Chatsworth Road district centre and surrounding communities.**
- d) Providing a new variety of uses that will create a mixed, sustainable community.**
- e) The improvement of identified transport and highway issues.**
- f) The enhancement of walking, cycling and public transport provision**

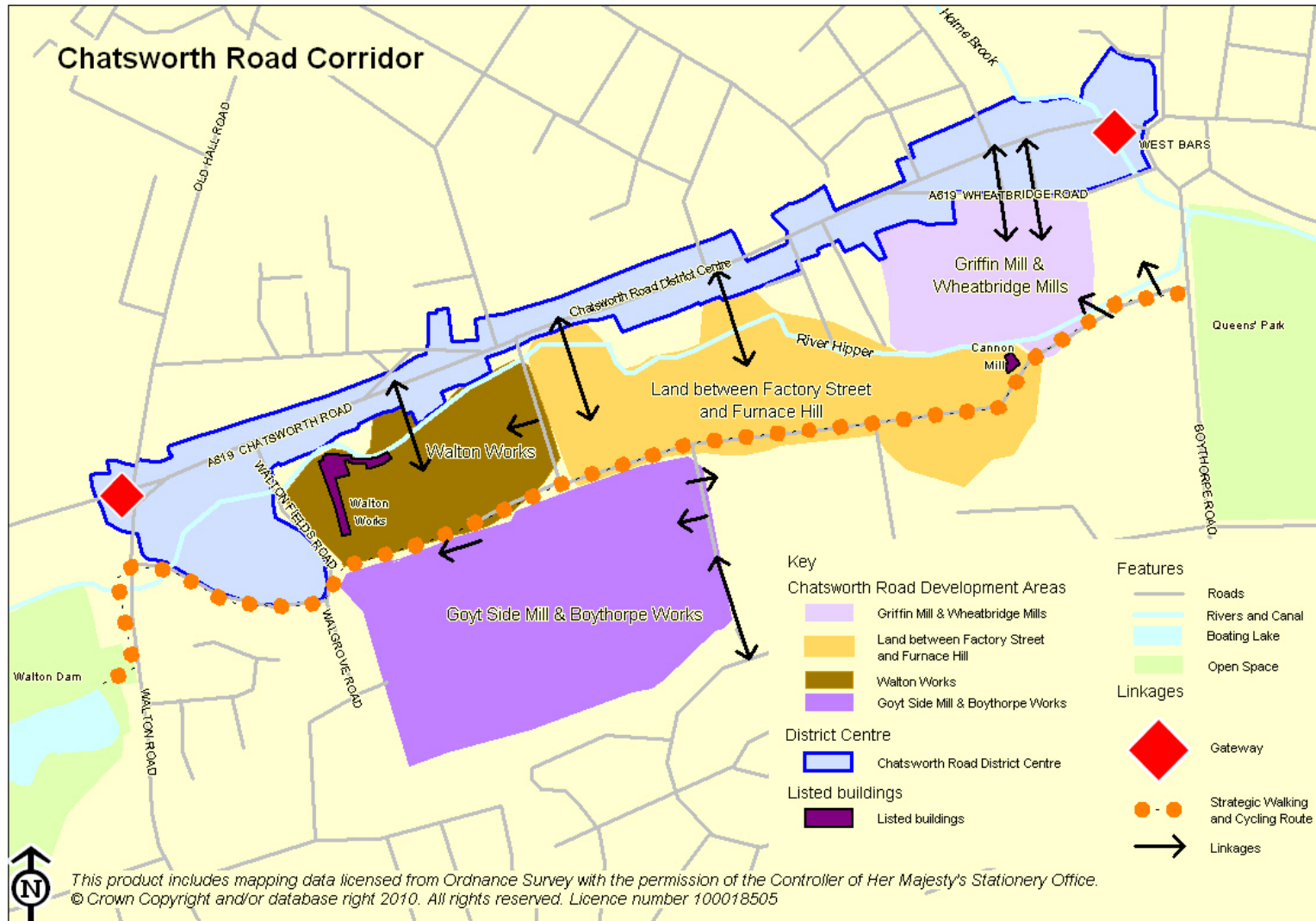
**Within the defined district centre, proposals for development will be considered in accordance with policy CS15. Outside the district centre development will be focussed on new housing and compatible uses.**

**Within the regeneration area south of Chatsworth Road a comprehensive scheme providing a mix of uses will be permitted in accordance with the adopted masterplan, including: employment generating uses, open space and housing. The sites of Walton Works (including the re-use of the Grade II\* listed building) and Griffin Mill/Wheatbridge Mill shall be for housing-led mixed use development. Development proposals for the Griffin Mill and Wheatbridge Mills area should include the re-use of the Grade II listed Cannon Mill. To ensure that development within the regeneration area south of Chatsworth Road provides a mixed, integrated, sustainable community within the Chatsworth Road Corridor, developments must demonstrate that they have:**

- i. Taken a comprehensive approach to flood risk management;**
- ii. Incorporated the Hipper Valley walking and cycle route and improved north-south walking and cycling links;**
- iii. Integrated the site into a network of green spaces, such as Walton Dam, Somersall Park and the Walton river corridor green wedge, connected by the River Hipper and footpaths and cycleways**

**Proposals for development should demonstrate how they accord with the adopted masterplan through site-specific masterplans and/or development briefs.**

Diagram 9: Chatsworth road corridor



## **Chesterfield Waterside and the Potteries**

- 6.13 The Chesterfield Waterside area is a corridor of land centered on the River Rother and Chesterfield Canal, important parts of Chesterfield's green infrastructure. Historically the area contained a range of employment uses, some of which are now vacant or underused. To the north of Waterside are further areas of under-used land, including a former supermarket site on Meltham Lane, and the former Pearson's Pottery to the north of the River Rother.
- 6.14 A planning brief adopted in 2005 established the principal objectives for this area:
- Maximise its job creation potential, especially for the technology and office sectors, but also retail (in the form of a new local centre), tourism and education;
  - Enable the restoration of the River Rother to navigation, its linkage with the Chesterfield Canal and the recreation of a series of water spaces as a terminus for the canal;
  - Achieve a mix of uses which makes the most of the canal and riverside as a resource for leisure, tourism, transport, learning and wildlife;
  - Improve access to the site by car and more sustainable modes of transport, and enhance the footpath and cycleway network through the corridor;
  - Achieve a form of development which can deliver a high quality urban environment, which will attract occupiers and visitors;
  - Manage flood risk.

***“The Vision is to create a new part of the town with high quality natural and urban places. These will be mixed-use (residential, office, employment and leisure) waterside areas linked by the changing riverside environment.”***

- 6.15 Parts of this original vision have now been implemented with the redevelopment of the Dema Glass site. Planning permissions have also been granted for the development of the Waterside area (including the proposed new local centre), Pearson's Pottery and other sites. Although it is a commitment, the following policy is included in the Core Strategy to make the council's intentions for the site clear, and to give a continuing policy context.

### **PS3 Chesterfield Waterside and the Potteries**

**Within Chesterfield Waterside and the A61 Corridor area as defined in diagram 10, planning permission will only be granted for development that contributes towards:**

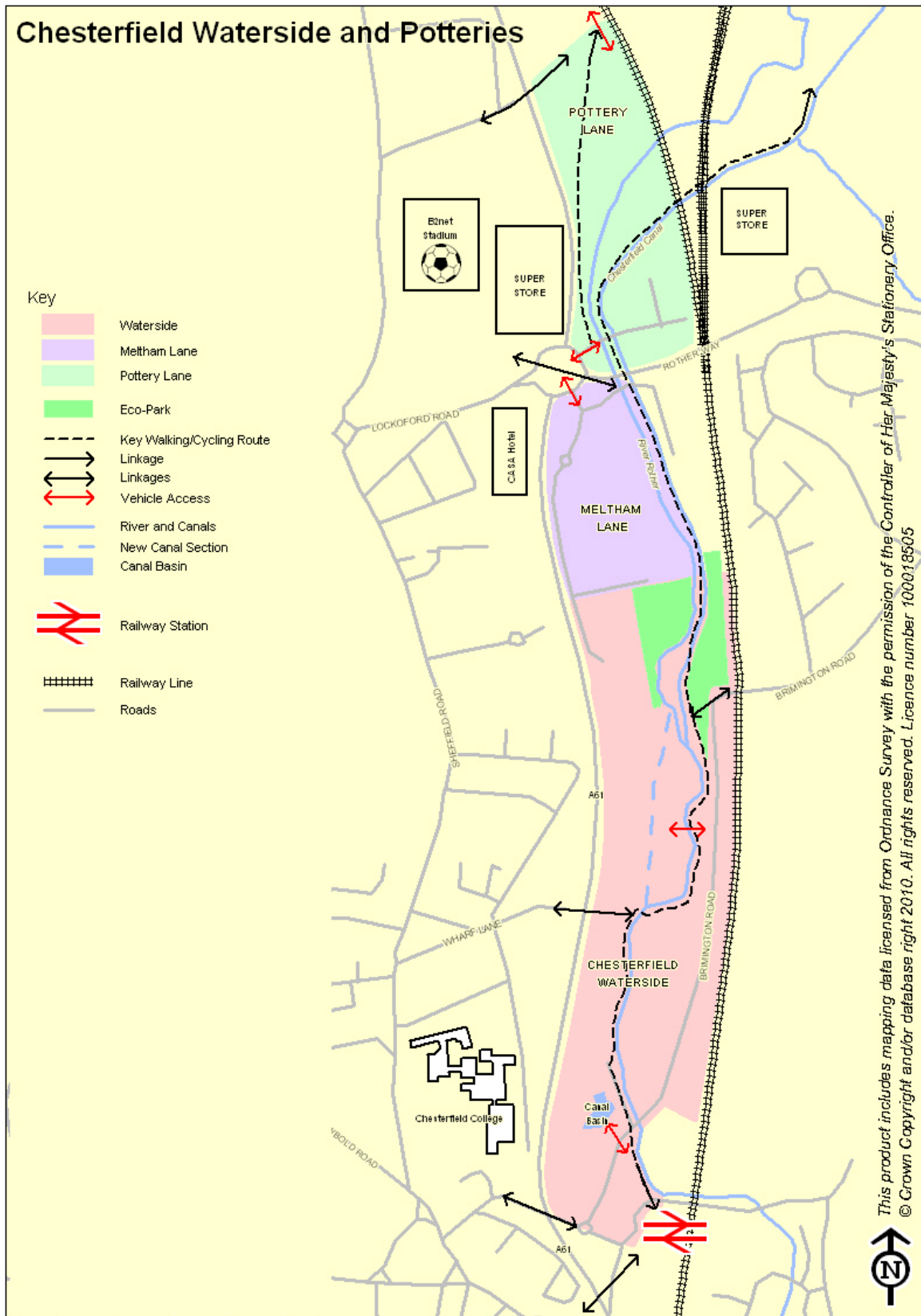
- **Creating jobs in office, industry, retail, tourism and education**
- **Restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus**

- **Achieving a mix of uses including residential, office, employment and leisure**
- **Improving access to the site including enhancing the footpath and cycle network**
- **A high quality urban environment including eco-park and green infrastructure corridor**
- **Managing flood risk**

**Land within the Chesterfield Waterside area will be comprehensively redeveloped in accordance with an approved masterplan, including provision of a new Local Centre.**

**Outside of the Chesterfield Waterside site, other proposals will be considered on the basis of their contribution to the overall objectives of an approved masterplan and the Core Strategy. Retail, food and drink and leisure uses ancillary to the main form of development will be permitted, other proposals will be considered against policy CS16 of this Core Strategy. Redevelopment of the Meltham Lane site will be required to contribute towards necessary infrastructure.**

Diagram 10: Chesterfield Waterside and the Potteries





## **Markham Vale**

- 6.16 Markham Vale is a 127.3 hectare employment site which straddles the three local planning Authorities in north eastern Derbyshire. Two thirds of the site is located in the south east of the borough. It is on the site of the former Markham Colliery. Its regeneration is a key part of the area's response to the loss of the mining industry. It is a strategic site serving a sub-regional area, with the potential to create up to 2,000 jobs which will assist the recovery of the local economy and communities. As of April 2012, Markham Vale also forms part of the Sheffield City Region Enterprise Zone, which seeks to encourage growth in the advanced manufacturing sector within the M1 corridor in North Derbyshire and South Yorkshire.
- 6.17 Planning permission granted in 2005 (and amended in 2010) established the principal objectives for this area, setting out that the development must incorporate the following elements:
- A new junction on the M1
  - Provision of the Staveley Loop Road
  - Provision of public transport connecting to surrounding settlements, to include bus services, a park and ride facility and, where feasible, passenger rail services
  - Provision for a rail freight terminal
  - No more than 6 hectares of B1 (A) office use, subject to a sequential test
  - Provision for a hotel in the southern part of the site not exceeding 1 hectare in area
  - A design framework for the development, including public art
  - Substantial landscaping and tree planting
- 6.18 Some elements of the original permission have now been implemented. This permission will continue to provide the context within which the whole development takes place. Junction 29A of the M1 and the majority of the road infrastructure is complete. Waterloo Court (8 light industrial units) and 2 large B2/B8 use units have also been completed. This leaves a significant amount of development yet to begin. Therefore, the following policy is included in the Core Strategy to make the council's intentions for the site clear, and to give a continuing policy context. The policy will also inform decisions on any planning applications for new uses and works or variations to the original outline planning permission that may be proposed in response to changes in economic circumstances, technologies and the emerging needs of business already on or planning on being on the site.

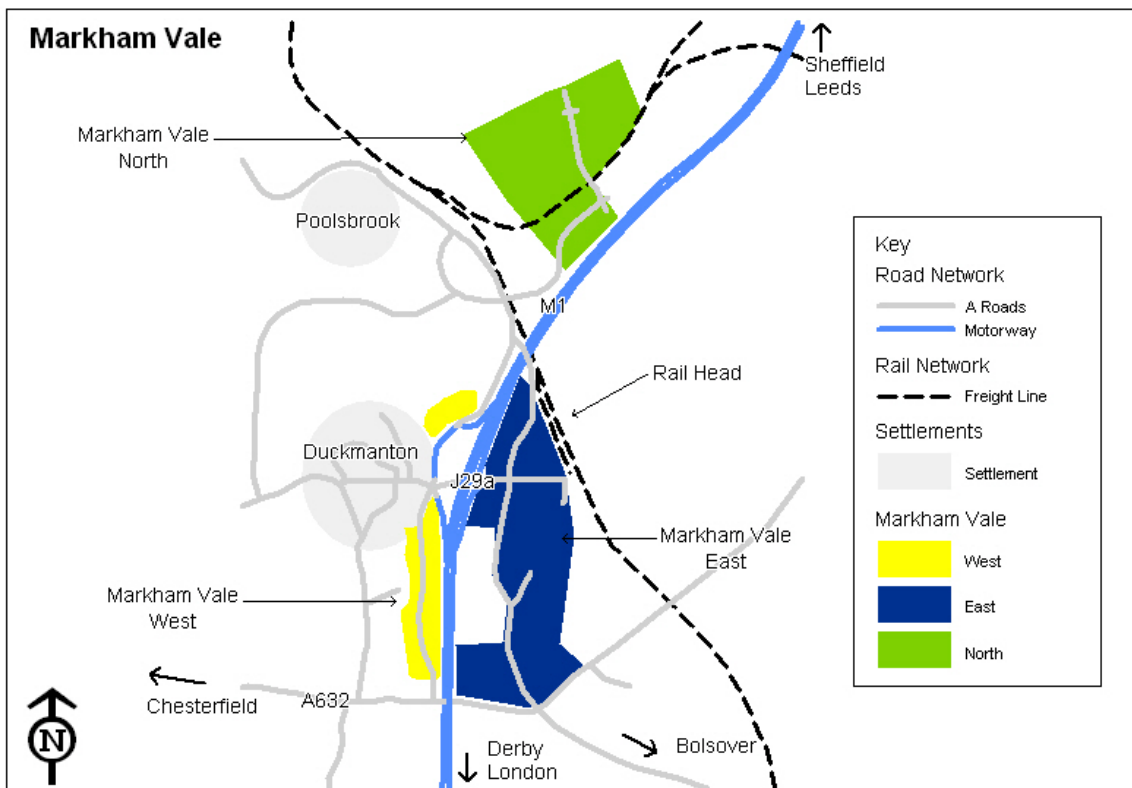
## PS4 Markham Vale

All development within the Markham Vale area must contribute to the role of the area as a strategic employment site of sub-regional importance.

Within the Markham Vale area, as indicated on diagram 11, planning permission for works or development not covered by the existing outline planning permission will only be granted where they can demonstrate that they:

- a) Support the principal objectives of the Markham Vale development and the advanced manufacturing in particular; and
- b) Support job creation; and
- c) Meet the needs of businesses on the site; and
- d) Minimise any adverse impact on the local and national highways network; and
- e) have no unacceptable impacts upon heritage assets, their settings and key views outside of the Borough at Bolsover Castle and Sutton Scarsdale Hall; and
- f) Accord with the approved design framework for the site; and
- g) Meet the requirements of other relevant policies in the plan.

Diagram 11: Markham Vale



## **Staveley and Rother Valley Corridor**

- 6.19 The Staveley and Rother Valley Corridor is the largest regeneration opportunity within Chesterfield Borough (covering approximately 150 ha) and, consequently, is the one 'strategic site' in the Core Strategy. As such, it has major implications in terms of its ability to deliver new housing, employment and improved environment, although this must be balanced with the impact of development on the transport network, existing community infrastructure and the wider landscape.
- 6.20 The corridor consists of mostly vacant former industrial land in the north east of the borough, to the north of the settlements of Staveley and Brimington. Historically this was a site of heavy industry that provided the focus, and much of the employment for, the communities of Barrow Hill, Hollingwood and Staveley. Employment on the site has declined over a number of decades, most recently with the announcement that the Covidien pharmaceuticals site off Hall Lane is to close by the end of 2012. This will leave the Clocktower and Devonshire Business Centres on Works Road as the only active employment uses within the site. The area has in the past been subject to a range of uses, including foundries, chemical works and areas of opencast coal mining and landfill. All of these have left a difficult legacy of contaminated land and problematic ground conditions. The decline of manufacturing on the site has also left a legacy of economic and social problems in the surrounding settlements. In particular Barrow Hill, which as well as having relied heavily on the site for jobs, has become physically isolated by vacant and derelict land.
- 6.21 Although economic activity on the site is much reduced, the corridor is in an excellent location. The quality of the wider environment and landscape is high, being located in the valley of the River Rother (which runs through the site), with open countryside close by and the restored Chesterfield Canal also running through the site. The potential for creating links between the site and surrounding areas is strong, with a number of connecting footpaths (including the long-distance Trans Pennine Trail/Cuckoo Way, which provides off-road cycle and pedestrian access to Chesterfield Town Centre), although some are currently unattractive. Vehicle access into the site is restricted at present, with the central parts served by Works Road, which has limited width in parts and is constrained by low rail bridges. The site is split in half by the River Rother and, although a connecting bridge exists, it is currently closed. The construction of a new Loop Road around Staveley as part of the Markham Vale development, giving direct access to Junction 29a of the M1, has significantly improved vehicle access at the eastern end, however.
- 6.22 The presence of the River Rother means that significant parts of the site are identified by the Environment Agency as being at high flood risk. Although parts of the site undoubtedly flood, further investigation as part of the process of preparing an Area Action Plan suggests that a significant proportion of this risk is as a result of poor drainage rather than fluvial flooding, which could be addressed on site. Survey work carried out on parts of the site by landowners also indicates that contamination and ground conditions vary greatly across

the site and significant parts are suitable for development with appropriate remediation.

- 6.23 The scale of the whole site and its location, provide a unique opportunity in the borough for a large-scale regeneration that can tackle both the physical and environmental issues of the site. It can do this while also addressing some of the economic and social issues of the surrounding area, in particular the isolation of Barrow Hill. Public consultation on 4 development options, over the summer of 2009, demonstrated support for the principle of regenerating this key brownfield site and for doing so through a mix of uses. The consultation also demonstrated the importance of preserving and enhancing the character of the landscape and features such as Chesterfield Canal in particular. Following consultation, a preferred option has been prepared. This will form the basis of a future Area Action Plan for the area.
- 6.24 The complexity and size of the area inevitably means that regeneration will be a long-term project, with distinct phases. It will need to be carried out in a comprehensive and coordinated manner, involving a range of parties and bodies.
- 6.25 The development potential of this site is also linked to proposals for a Chesterfield to Staveley Regeneration Route. This long standing highway proposal was intended to follow the line of the then disused Chesterfield Canal, providing a link between the M1 and Chesterfield that avoids Staveley and Brimington. The rebirth of the Chesterfield Canal and the regeneration of the Staveley and Rother Valley Corridor now provide an opportunity to review this route and consider its value and potential alternatives.

#### **PS5 Staveley and Rother Valley Corridor**

**The borough council will publish an Area Action Plan for the Staveley and Rother Valley Corridor demonstrating how the area will be comprehensively redeveloped to create a sustainable urban extension in a landscape setting through a masterplanned approach.**

**The objectives of the masterplan will be to:**

- a) Deliver a range of new housing opportunities (up to 2000 dwellings) focussed on the centre and western end of the corridor**
- b) Create employment opportunities (up to 50ha) focussed on the Hall Lane end of the corridor and around Works Road**
- c) Provide a new local centre to serve both the development itself and adjacent communities of Barrow Hill and Hollingwood**
- d) Develop a sustainable community including on-site energy generation where possible and practicable.**
- e) Enhance the quality of and access to the landscape and green infrastructure, particularly the Chesterfield Canal and River Rother waterways**
- f) Deliver access and transport improvements, emphasising**

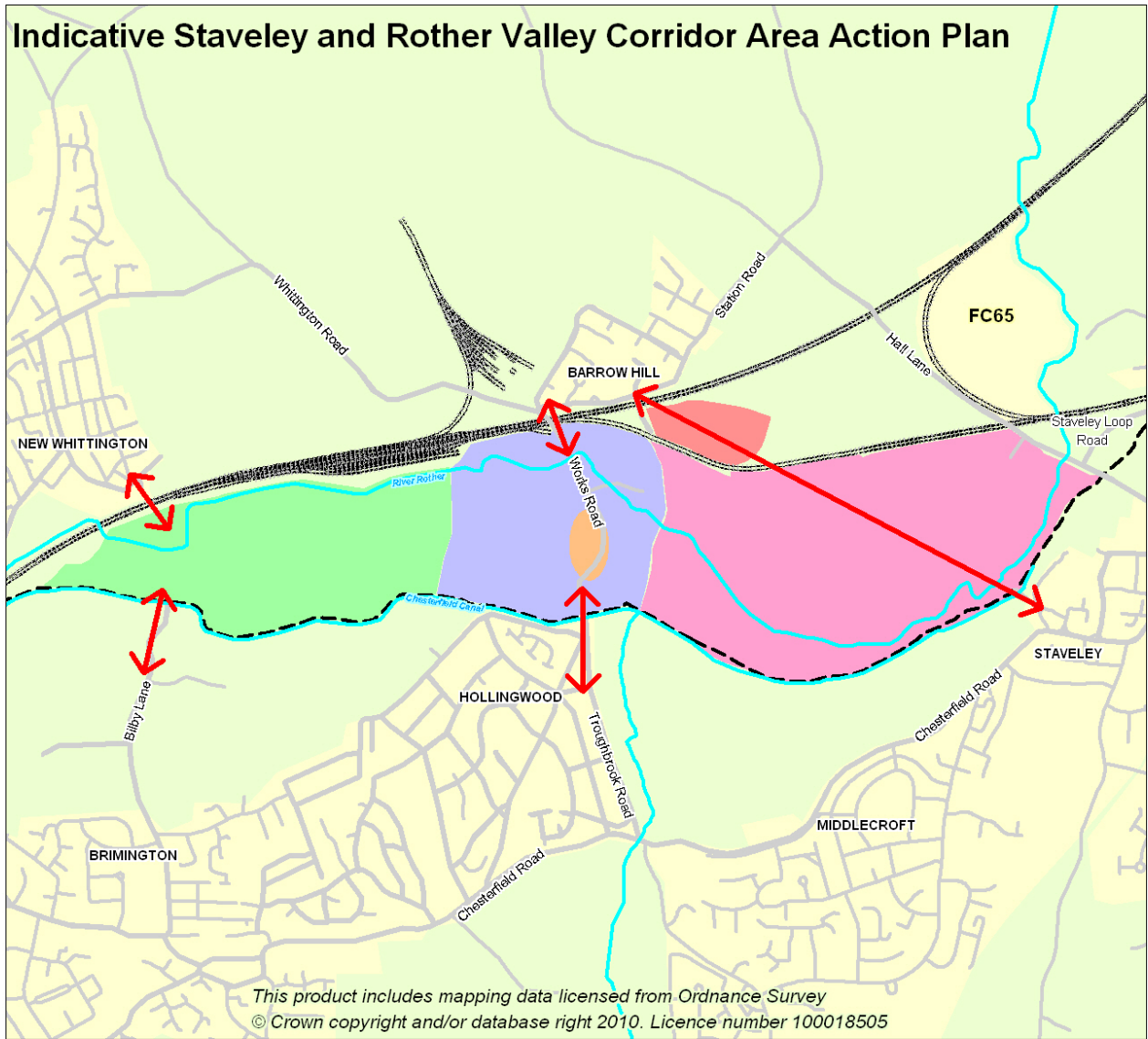
**sustainable transport**

- g) Improve water management on site**
- h) Provide for the remediation and re-use of contaminated and unstable land where possible and practicable**
- i) conserve and enhance the quality of the historic environment, taking account of designated and non-designated heritage assets within and closely related to the site.**

**Development proposals must be brought forward as part of a comprehensive masterplan for the area and must demonstrate how they will deliver the objectives of the Area Action Plan.**

6.26 The Staveley and Rother Valley Corridor indicative diagram and strategic site area are shown on the following maps.

# Indicative Staveley and Rother Valley Corridor Area Action Plan



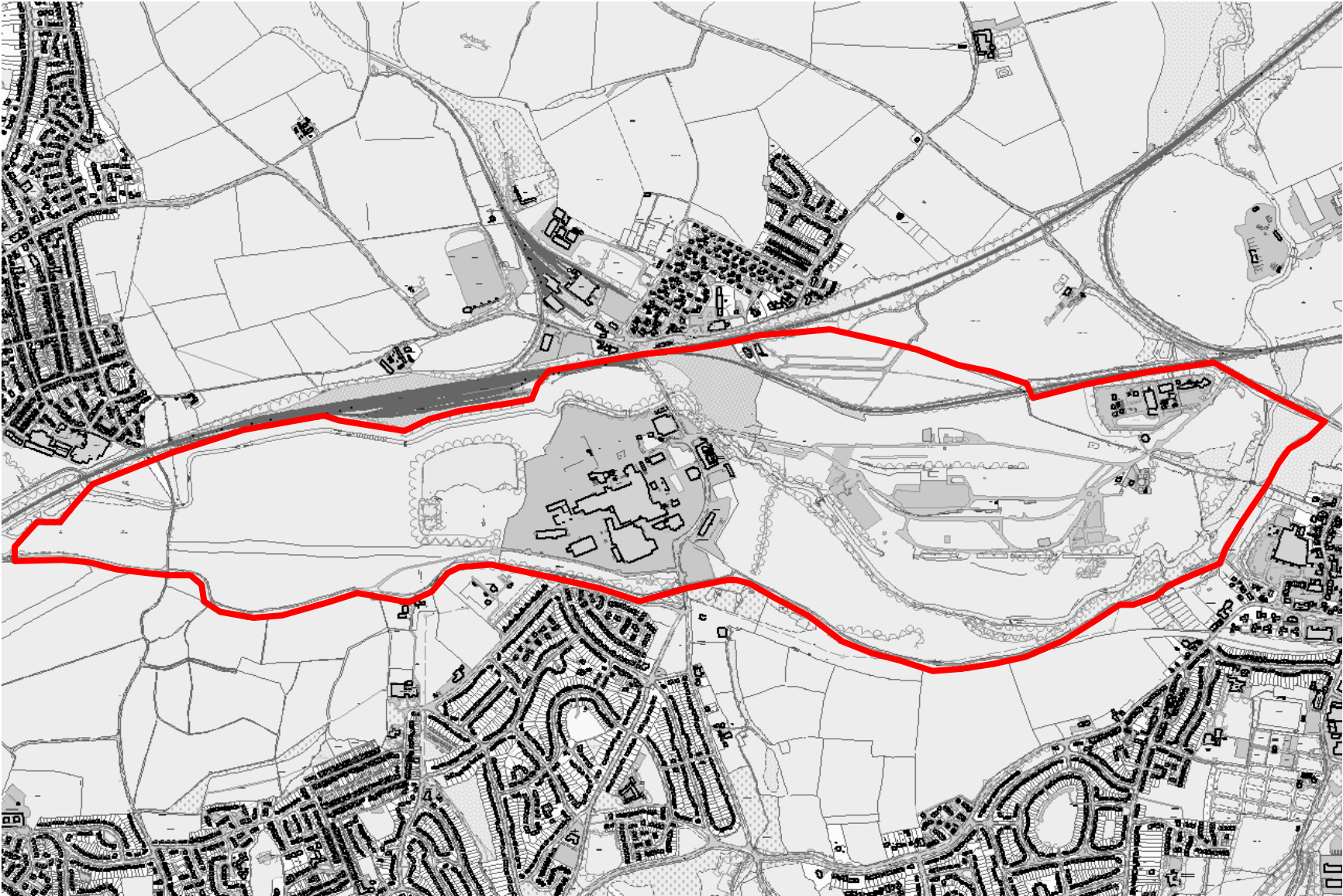
**Key**

- Indicative Employment Led Mixed Use Development Area
- Indicative Residential Area
- Indicative Residential Led Mixed Use Development Area
- Barrow Hill Extension
- Indicative Local Centre
- Linkages
- Trans Pennine Trail / Cuckoo Way
- Railway
- Road
- Rivers and Canal
- Built Environment
- Countryside



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**Staveley and Rother Valley Corridor Strategic Site Area**



## **Neighbourhood Plans**

- 6.27 The Localism Act of 2011 introduced a new right for communities to shape their local areas. Neighbourhood Plans are an opportunity for local people to actively and positively help to make their local area a great place to live and work. The borough council will support community groups and bodies such as Town and Parish Councils who wish to prepare a plan, provided that it is done in accordance with the regulations.

### **PS6 Neighbourhood Plans**

**Where the views of a community are expressed in a Neighbourhood Plan they will be taken into account in the planning system provided that the plan:**

- **has been endorsed by Chesterfield Borough Council;**
- **is in conformity with the LDF; and**
- **can be regularly updated if necessary.**



## Appendix A Infrastructure Delivery

### Infrastructure Delivery Plan (IDP)

*NB: This IDP is an evolving document which will be updated as more knowledge is obtained about infrastructure costs, funding and delivery.*

#### Staveley and Rother Valley Corridor

Key Core Strategy Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Normal Funding Sources	Phasing & Delivery
PS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor Area Action Plan	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Staveley Town Council</li> <li>• Chatsworth Settlement Trust (landowner)</li> <li>• Saint Gobain (landowner)</li> <li>• Homes &amp; Communities Agency</li> <li>• Derbyshire County Council</li> </ul>	Land decontamination and remediation	Overall costs: £60M - £70M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium term: 2013 – 2020
			On-site road infrastructure and off-site road improvements	Overall costs : £12M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium term: 2020 – 2026:
			Flood mitigation and defence works	Overall costs: £7M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium-term: 2020 – 2026:
			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term: 2026 – 2031:
			Potential capacity issues at Springwell Secondary School	Dependent on local school capacity at the time housing proposals come forward	Developer contributions or CIL	Long-term: 2026 – 2031

			Hollywell House Surgery and Rectory Road Medical Centre are approaching capacity	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling.  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i>	Developer contributions	Long-term: 2026 – 2031
			Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions or CIL	Long-term: 2026 – 2031
<b>Chesterfield Waterside</b>						
<b>Key Core Strategy Policy</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
PS3: Waterside & the Potteries	Waterside Masterplan	<ul style="list-style-type: none"> <li>Urbo Regeneration (which includes Bolsterstone and the main landowner, Arnold Laver)</li> <li>Chesterfield Borough Council</li> </ul>	Engineering and sewerage diversion for the town centre canal basin	£100,000	East Midlands Development Agency (2008)	Completed
			Off-site road improvements.	Up to £5M <i>Source: Planning application legal agreement</i>	Developer contributions	Short-term: 2013- 2020

		<ul style="list-style-type: none"> <li>Chesterfield Canal Partnership</li> <li>East Midlands Development Agency (until March 2012)</li> </ul>	Masterplanned green infrastructure provision	Not currently estimated	Included as part of development costs. <i>NB: Ongoing management of green infrastructure will be funded via a management fee on residential properties</i>	Medium-term: 2020 – 2026
<b>Chesterfield Town Centre</b>						
<b>Key Core Strategy Policy</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
PS1: Chesterfield Town Centre	No overall implementation programme for town centre development except for those projects highlighted in the Chesterfield Town Centre Masterplan (2009)	<ul style="list-style-type: none"> <li>Chesterfield Borough Council</li> <li>Development industry</li> <li>Landowners</li> <li>East Midlands Development Agency (until March 2012)</li> <li>Derbyshire County Council</li> </ul>	Enhancement of the town centre cycling and walking network (based on the network put forward by Derbyshire County Council, 2010)	No current estimates (costs will vary according to types of infrastructure required for the various routes)	Developer contributions and Local Transport Plan allocations	The Core Strategy period: 2011 – 2031
			A61 improvements	Included as part of an overall budget in the Local Transport Plan	Developer contributions and Local Transport Plan allocations	
			Potential capacity issues at Brookfield Secondary School	Dependent on local school capacity at the time housing proposals come forward	Developer contributions	

				Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i>	Developer contributions	
			Chesterfield Town Centre Masterplan: - Northern Gateway road infrastructure proposals - West Bars roundabout improvements - Hollis Lane link road	Not currently estimated	Developer contributions, CIL or regeneration agencies.	
<b>Brimington Parish (Local Centre)</b>						
<b>Key Core Strategy Policies</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
CS1 – CS21	Future masterplanning	<ul style="list-style-type: none"> <li>Chesterfield Borough Council</li> <li>Brimington Parish Council</li> <li>Development industry</li> <li>Derbyshire County Council</li> </ul>	Foul sewerage provision	£190,000 <i>Source: Design Services, CBC</i>	Included as part of developer costs	Long-term: 2026 – 2031
			Sustainable drainage systems	Not currently estimated	Included as part of developer costs	
			New road access	Not currently estimated	Included as part of developer costs	
			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of developer costs	

			Brimington GP Surgery and Whittington Medical Centre are approaching capacity	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling.  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i>	Developer contributions or CIL	
<b>Eastern Villages (Duckmanton &amp; Mastin Moor)</b>						
<b>Key Core Strategy Policies</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
CS1 – CS21	Future masterplanning	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> <li>• Derbyshire County Council</li> </ul>	Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station & Staveley Wastewater Treatment Works)	Not currently estimated	Included as part of developer costs	Long-term: 2026 – 2031
			Off-site junction improvements will be required	Not currently estimated	Included as part of developer costs	
			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of developer costs	
			Potential capacity issues at Netherthorpe Secondary School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs	

			Barlborough Medical Practice is approaching capacity.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i>	Developer contributions	
<b>Western Suburbs/Residential Neighbourhoods</b>						
<b>Key Core Strategy Policies</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
CS1- CS21	No overall implementation programme for this area of Chesterfield	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> <li>• Derbyshire County Council</li> </ul>	Enhancement of the cycling and walking network	Not currently estimated	Included as part of developer costs	The Core Strategy period: 2011 – 2031
			Potential capacity issues at Newbold Secondary School	Dependent on local school capacity at the time housing proposals come forward	Developer contributions	
			Off-site road improvements Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
<b>Chatsworth Road Corridor</b>						
<b>Key Core Strategy Policies</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>

CS1- CS21	South of Chatsworth Road Masterplan	Chesterfield Borough Council Development industry Landowners Derbyshire County Council (Highways & Education). Environment Agency.	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 <i>Source: Arup, 2010</i>	Environment Agency & North East RFDC. Included as part of developer costs	The Core Strategy period: 2011 – 2031
			Capacity at Brookfield School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs	
			Enhancement of the cycling and walking network	Not currently estimated	Included as part of developer costs	
			Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
<b>Staveley Town Centre</b>						
<b>Key Core Strategy Policies</b>	<b>Implementation</b>	<b>Lead Bodies</b>	<b>Infrastructure Requirements</b>	<b>Estimated Infrastructure Costs</b>	<b>Normal Funding Sources</b>	<b>Phasing &amp; Delivery</b>
CS1- CS21	Staveley Town Centre Masterplan  <i>NB: Whilst not part of the LDF programme the masterplan does set out the long-term</i>	<ul style="list-style-type: none"> <li>• Staveley Town Council</li> <li>• Chesterfield Borough Council</li> <li>• Regeneration agencies</li> <li>• Development industry</li> </ul>	Whilst the Staveley Town Centre Masterplan provides a framework for new development in the town, development is mainly focused on public realm improvements. Therefore, development is unlikely have a significant impact on existing infrastructure capacity	There are no cost estimates for proposals in the Staveley Town Centre masterplan	<ul style="list-style-type: none"> <li>• Regeneration agencies</li> <li>• Developer Contributions or CIL</li> </ul>	The Core Strategy period: 2011 – 2031

	<i>development options for Staveley Town Centre. These options have not been costed and specific delivery arrangements are not yet in place.</i>		Hollywell House Surgery and Rectory Road Medical Centre are approaching capacity	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling.</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i></p>	Developer contributions	The Core Strategy period: 2011 – 2031
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## Appendix B Monitoring and Review Framework

Policy CS1	Strategic Objectives	Target	Indicator	Trigger	Action and Contingencies
CS1 RPAs	S2 S3	Improvement on IMD ranking	IMD ranking	No planning application proposal by 2016.  A Decline in IMD Ranking	Work with local community and external agencies to support regeneration projects
CS1 Housing growth	S2 S3	7,600 dwellings up to 2031	Net new dwellings built each year as monitored in the AMR	Shortfall of 25% of cumulative 3 year target as set in the housing trajectory  Inability to demonstrate 5 year plus 20% housing land supply	Discuss with landowners / developers. Review previous applications to assess viability Work with partners to facilitate and de-risk sites.
CS1 Economic growth	S3 S6	79 hectares up to 2031	Square metres of new floorspace on business use and industrial & business use land for economic development uses	Less than 20 hectares gross by 2016/17	Discuss with landowners reason for performance and review market conditions. Identify any barriers to development and amend policies if necessary.
CS1 Green Belt	S11	No net loss of, or inappropriate development on green belt	Loss of, or inappropriate development on green belt	More than one appeal allowed for development on Green Belt	Review reasons for decision Review available previously developed land for development needs; amend sites and boundaries allocations if necessary

CS1 Strategic Gaps / Green Wedges	S7	No net loss of, or inappropriate development	Loss of, or inappropriate development within Strategic Gaps / Green Wedges	More than one appeal allowed for development within Strategic Gaps / Green Wedges	Review reasons for decision Review available previously developed land for development needs; amend sites and boundaries allocations if necessary
<b>Policy CS2</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS2	S3 S7	60% of new development on previously developed land No more than 10% loss of grade 3 agricultural land	Planning permissions on Greenfield land	Average of 40% of planning permissions on Greenfield land within a rolling 5 year period	Review policies and discuss barriers to delivery on major allocated brownfield sites
			Planning permissions on gardens	More than 15 approved applications for development on gardens in a year	Review and potentially include policy regarding development of gardens
<b>Policy CS3</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS3	All	Delivery of sustainable development in accordance with the spatial strategy	Application of the Local Plan: Core Strategy	See triggers for CS1	See contingencies for CS1.
<b>Policy CS4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>

CS4	S10	Delivery of Strategic Infrastructure highlighted in Infrastructure Delivery Plan	Delivery of individual infrastructure requirements for strategy area	Non delivery of infrastructure requirements through Section 106 before adoption of Community Infrastructure Levy	Community Infrastructure Levy is to be adopted 2013/2014 which could provide alternative sources of funding for identified infrastructure requirements
<b>Policy CS5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS5 Wind	S1	Turbines equating to 10 MW installed capacity over plan period	Pre-application and applications for wind turbines, either stand alone or as part of a larger development	No proposals for wind turbine development received by 2016  Proposal for wind turbine refused.	Examine possible reasons, including local opposition, landownership. Approach wind energy companies to promote the opportunities in the borough. Reduce target if no developer interest.
CS5 District Heating	S1	Investigation of district heating as part of Northern Gateway, Staveley Area Action Plan and land south of Chatsworth Road	Pre-application and applications for these sites that demonstrate investigation.	No evidence of investigation submitted.	
CS5 Hydro	S1	1 small scale 'showcase' hydro scheme by 2016	Planning application received	No application received by 2016 or application refused.	Discuss feasibility with engineers and look at any barriers such as land ownership, connections and power suppliers Explore opportunities on council owned land.
<b>Policy CS6</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS6	S1	100% residential	Monitoring of	25% of relevant	Examine viability reasons for why

Residential developments pre 2016		developments will be to a minimum Code for Sustainable Homes Level 4 or BREEAM residential Very Good	planning permissions and completions	permissions do not meet policy requirement due to viability	appropriate levels are not being achieved.
CS6 Non-residential developments pre 2016	S1	100% of qualifying non-residential buildings a minimum of BREEAM Very Good	Monitoring of planning permissions and completions	25% of relevant permissions do not meet policy requirement due to viability	Examine viability reasons for why appropriate levels are not being achieved.
CS6 Residential developments post 2016	S1	100% new residential development should be to a minimum Code for Sustainable Homes Level 5, BREEAM residential Excellent	Monitoring of planning permissions and completions	25% of relevant permissions do not meet policy requirement due to viability	Examine viability reasons for why appropriate levels are not being achieved.
CS6 Non-residential developments post 2016	S1	100% of qualifying new non residential buildings a minimum of BREEAM Excellent	Monitoring of planning permissions and completions	25% of relevant permissions do not meet policy requirement due to viability	Examine viability reasons for why appropriate levels are not being achieved.

CS6 Carbon emissions	S1	Reduction in current per capita carbon dioxide emissions in the Borough (from 2009 levels of 5.5 tonnes)	Per capita carbon dioxide emissions in the Borough  (former NI186)	If national statistics show a rise in carbon dioxide emissions per capita in the borough	Review climate change strategy and amend if necessary  Identify reasons, and if necessary review implementation and effectiveness of sustainable design policy
<b>Policy CS7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS7 Flood Risk	S4	None	Development approved contrary to Environment Agency advice	More than five applications approved over a rolling five year period.	Identify reasons for decision, and if necessary review site allocations relative to development need; if necessary allocate sites in areas of lower flood risk
CS7 Drainage Network	S4	100% new major development to incorporate SuDS.	Number of major development with adopted SUDs schemes	5 applications where lack of approval for or adoption of SUDS from Derbyshire County Council is causing developments to stall	Liaise with DCC (the SUDs adoption agency) to identify barriers and address them.
<b>Policy CS8</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS8 Air Quality	S9	For air quality not to exceed the Air Quality Concentration limits in Schedule 2 of the Air Quality Standards Regulations 2010	Annual mean value of nitrogen oxide (NO <sub>2</sub> ).  (Only pollutant currently measured)	The designation of an Air Quality Management Area	Consultation with Environmental Health and DCC to identify mitigation measures to address impacts of air quality. Reconsideration of allocations if necessary
CS8 Water		None	Development	More than five	Identify reasons for decision, and

Contamination			approved contrary to Environment Agency advice	applications approved over a rolling five year period.	if necessary review policy.
CS8 Unstable and Contaminated Land		None	% and Number of applications referred to Coal Authority.		Liaise with Coal Authority to identify reasons, if necessary review effectiveness and viability of policy
<b>Policy CS9</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS9 Green Belt	S11	No net loss of, or inappropriate development on green belt	Loss of, or inappropriate development on green belt	More than one appeal allowed for development on Green Belt	Review reasons for decision Review available previously developed land for development needs; amend sites and boundaries allocations if necessary
CS9 Green Wedge and Strategic Gaps	S7	No net loss of, or inappropriate development on green wedge or strategic gap	Loss of, or inappropriate development on green wedge or strategic gap	More than one appeal allowed for development on green wedge or strategic gap	Review reasons for decision Review available previously developed land for development needs; amend sites and boundaries allocations if necessary
CS9 Local Green Space	S7	No net loss of, or inappropriate development on local green space	Loss of, or inappropriate development on local green space	More than one appeal allowed for development on local green space	Review reasons for decision Review available previously developed land for development needs; amend sites and boundaries allocations if necessary
CS9 Chesterfield Canal	S12	Restoration of the Chesterfield Canal within the borough to a navigable state	Remaining length of un-navigable stretch of Chesterfield Canal in	No additional stretch of canal brought back into navigation over a three period	Discussion with Chesterfield Canal Trust and Derbyshire County Council to facilitate further restoration work.

			Chesterfield Borough (Chesterfield Canal Trust)		Use of CIL could supplement external funding.
CS9 Chesterfield Strategic Cycle Network	S9	Implementation and development of the Chesterfield Strategic Cycle Network	Length of walking and cycling routes completed in Chesterfield Borough (DCC)	No new stretch/route developed over a two year period	Lobby DCC, the use of CIL could supplement external funding.
CS9 Tree Cover	S7	Increase tree cover in suitable locations in the borough	National Forestry Inventory Map (0.5 ha +).  Number of new trees planted  Number of trees lost	Decrease of tree cover over a two year period	Review reasons for decision.  If necessary review effectiveness and viability of policy
CS9 Open Space, Play Provision and Sports Facilities	S3 S7 S10	No net loss of open space, play provision and sports facilities	Loss of open space, play provision and sports facilities	Net loss of open space, play provision and sports facilities over a three year period	Review reasons for decision to release of open space etc.  If necessary review effectiveness and viability of policy
<b>Policy CS10</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS10	S2	At least 60% of new development on previously developed land.	% of new dwellings on brownfield land  Five Year Housing Land	Shortfall of 25% of cumulative 3 year target as set in the housing trajectory  Inability to demonstrate	Potential to release greenfield land for housing in line with CS10 policy.

<b>Policy CS11</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS11 Affordable Housing	S5	30% affordable homes (60% social rented and 40% intermediate) on sites of 15 dwellings or more.  114 dwellings per annum	Number of affordable housing completions (net) Social rented and Intermediate	Shortfall of 25% of cumulative 3 year target	Discuss with Housing Team the reasons for performance to and review the affordable housing pipeline,  Review policy application, viability and effectiveness; amend policy (in terms of tenure, size etc), review policy implementation (S106 arrangements/terms), or CIL requirements as necessary.
CS11 Housing Type and Size	S2 S5	Meet the needs of the Strategic Housing Market Assessment (SHMA)	Number of 1, 2, 3, 4, and more than 4 bed roomed houses completed  Numbers of dwellings completed by type (house, flat, maisonette, bungalows, dwellings comprising bedsits, and extra care housing).	Over a three year period a  Higher proportion of 3 bed homes for owner occupiers than other combined.  Higher proportion 4 or above bed homes for private rented sector than other combined.  Higher proportion of 1, 4 or more bedroom homes in the social	Review implementation of policies with housing and development control officers, RSL partners and developers and amend if necessary



<b>Policy CS12</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS12 Sites for Travellers		No sites currently required, to be updated pending further evidence.	Net additional pitches granted planning permission  Frequency and size of unauthorised pitches	Submission of a planning application for a travellers site or an unauthorised site within the borough.	Review and update evidence in light of need with neighbouring authorities.  In light of new evidence and in line with national guidance identify deliverable sites to provide a five year supply of sites to meet new target.
<b>Policy CS13</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS13 Employment land	S6	79 ha of additional employment land (B1, B2 and B8) between 2011 and 2031  19.75ha additional land with planning permission by 2018  39.50ha additional land with planning permission by	Total amount of additional employment floorspace – by type (B1, B2, B8)  Amount of industrial land released for redevelopment to other uses not in B Use Class	If delivery is 25% below five year cumulative target of 19.75 ha  If delivery is 25% below ten year cumulative target of 39.50 ha	Discuss with landowners reason for performance and review market conditions and identify any barriers to development; if necessary amend local policies to encourage new economic development.

		2023			
CS13 Local Labour Agreements	S6	Local Labour Agreement secured on 100% of all major schemes (10+ dwellings, +1,000sq m of floorspace)	% of major schemes where Local Labour Agreements are secured	If Local Labour Agreements are secured on less than 75% of all major over a two year period	Discuss with landowners reason for non-implementation of Local Labour Agreements and use of Local Labour force.  If necessary identify barriers and review policy.
<b>Policy CS14</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS14 Tourism and Visitor Economy	S3 S12	Increase in D2 floorspace  Increase in hotel bed spaces with planning permission by 2016	Total amount of new D2 floorspace  Total number of hotel bed spaces  No. of excursion coaches using the new coach station	A fall in the number of excursion coaches using coach station	Discussions with tourism teams to identify reasons for fall in visitor numbers to the town.
<b>Policy CS15</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS15 Viability and Vitality of Centres	S3	Increase in planning permissions for town centre uses,	Total amount of new floor space for town centre uses	A net loss of floorspace in 'A' uses over a one year period.  A loss of 10% of A1	Consider revision of centre boundaries and/or hierarchy  Work with retailers/ landowners to address any shortfall/surplus

				floorspace in primary retail areas.	
		No new retail floorspace (except Small Shops) outside of existing defined centres or allocated site	Total amount of new floor space for town centre use completed outside of centres or allocated sites	Approval of large format retail or foodstore outside of town centre boundary not allocated in Local Plan.	Review reasons for decision and reevaluate evidence and allocations if necessary.
		Ensure viability and vitality of centres.  Vacancy rate below national and regional average	Town and District Centre Health Checks	Vacancy rate equal to or above national or regional average in any year	Examine reasons for decline in performance of town and district centre. Long-term, potential to review policies and allocations
<b>Policy CS16</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS16 Retail	S3	Planning permission in place for 2,800 sqm of new net convenience floorspace by 2016, including a new large foodstore.	Total amount of new A1 floorspace	Non-commencement of Northern Gateway scheme by April 2015	Discussion with landowners  Review of retail evidence.

		Planning permission in place for 19,100 sqm of new net comparison floorspace up to 2016			
		No new retail floorspace (except Small Shops) outside of existing defined centres or allocated site	Total amount of new floor space for town centre use completed outside of centres or allocated sites	Approval of large format retail outside of town centre boundary not allocated in Local Plan.	Review reasons for decision and reevaluate evidence and allocations if necessary.
<b>Policy CS17</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS17 Social Infrastructure	S10	80% of new residential development to be within 20 minutes (walking or public transport modes) of key social infrastructure (GPs, Pharmacy, Post Office, Primary and Secondary	No. of new developments built within 20 minutes or less of social infrastructure  (GPs, Pharmacy, Post Office, Primary and Secondary School and Supermarkets)	More than 20% of new development in a single year being more than 20 minutes of social infrastructure  (GPs, Pharmacy, Post Office, Primary and Secondary School and Supermarkets)	Review decision in order to ensure that the principles of sustainable development are being implemented.

		School and Supermarkets)			
<b>Policy CS18</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS18 Design	S8	75% or new residential development to achieve a score of 12 on Building for Life	Number of residential developments achieving a score of 12 on Building for Life	Less than 75% of schemes over a two year period achieving a score of 12 on Building for Life	Discussion with applicants and agents to understand why higher levels of design are not being achieved.  Potential to review and update supplementary planning guidance.
<b>Policy CS19</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS19 Historic Environment	S8	Zero heritage assets on the 'at-risk' register	Number of heritage assets on the 'at-risk' register	If heritage asset stays on the 'at-risk' register for longer than 12 months	The Council will seek advice of English Heritage in ensuring that there is no negative impact on heritage assets and the wider historic environment.
		Zero Listed Buildings demolished	Number of Listed Buildings demolished	If a listed building gets demolished	
			Number and area of Conservation Areas and Article 4 Directions		

		Zero Scheduled Ancient Monuments damaged	Number of Scheduled Ancient Monuments (SAMs) damaged as a result of development	If a Scheduled Ancient Monument gets damaged as a result of development	
		100% of Conservation Areas with up to date Character Appraisals and Management Plans	Number of Conservation Areas with up to date Character Appraisals and Management Plan	If 25% do not have a character appraisal and management plan or it is out of date.	
<b>Policy CS20</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS20 Influencing the demand for travel	S1 S9	Delivery of the Chesterfield Strategic Network	Delivery of new cycle network.	No new stretches delivered over a two year period	Discussion with Derbyshire County Council to ensure and aid delivery of strategic network.  Potential source of funding from CIL.
<b>Policy CS21</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
CS21 Major Transport Infrastructure	S9	Safeguard land for Major Transport Infrastructure	Planning permissions granted in areas safeguarded for	If planning permission is granted for development in safeguarded area.	Review reasons and impact for granting of planning permission in safeguarded areas.

		including the scheme for the Chesterfield-Steveley Regeneration Route	major transport infrastructure		
<b>Policy PS1</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
PS1 Chesterfield Town Centre	S2 S3 S6 S8 S9	Regeneration of Chesterfield Town Centre in line with the priorities within the Chesterfield Town Centre Masterplan	Dwellings and Retail and commercial Floorspace within the Chesterfield Town Centre Masterplan area and specific priority areas.		Discussion with land owners and developers to bring to site(s) forward.
		<p>Delivery of regeneration priorities</p> <p>Planning permission for Northern Gateway in place by end 2013. Completion of retail by end 2016</p> <p>Increase in</p>	<p>Progress on regeneration priorities</p> <p>Dwellings and Retail and commercial Floorspace within the Chesterfield Town Centre Masterplan area and specific priority areas.</p>	Non-commencement on any of regeneration priorities by April 2015	Discussion with land owners and developers to bring site(s) forward.

		residential properties within Town Centre masterplan area by 2016 and 2021  Completion of Hollis Lane Link road before 2031			
		Improvement of Chesterfield Town Centre ranking (currently 130 <sup>th</sup> out of 4,000 retail centres. CACI 2010)	Chesterfield Town Centre ranking (CACI)	Chesterfield Town Centre ranking drop in its position of retail centres.	Review update of Town Centre Masterplan, mix of uses permitted within centre and redevelopment opportunities
		Ensure viability and vitality of Chesterfield Town Centre.  Vacancy rate below national and regional average  70% market stall occupancy by 2015	Vacancy rates within the Chesterfield Town Centre. Town Centre Health check	Vacancy rate equal to or above national or regional average in any year	Review update of Town Centre Masterplan, mix of uses permitted within centre and redevelopment opportunities
<b>Policy PS2</b>	<b>Strategic</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>



	Objective				
PS2 Chatsworth Road	S2 S3 S4 S6 S9	Regeneration in the area 'Land South of Chatsworth Road' in line with adopted Masterplan.  No buildings on 'at risk' register by 2016  50% reduction in vacant land by 2021 (from 2012 figure)  Ensure viability and vitality of the Chatsworth Road District Centre. Vacancy rates below national and regional average within district centre	Dwellings and Floorspace within the Land South of Chatsworth Road Masterplan area. Area of vacant land.  Number of buildings on 'at risk' register.  Vacancy rates within the Chatsworth Road District Centre	Buildings remain on 'at risk' register post 2016  Reduction in vacant land less than 50%.  Vacancy rate equal to or above national or regional average in any year	Discussion with land owners and developers to bring to site forward.  Consideration to review of masterplan and policy.
Policy PS3	Strategic Objective	Target	Indicator	Trigger	Contingencies
PS3 Waterside	S2	Comprehensive	Planning	Non-commencement	Discussion with land owners and

and the potteries	S3 S4 S6	<p>redevelopment of area in line with approved masterplan by 2031.</p> <p>Reserved Matter Planning permissions in place for first phases of housing and commercial development by 2016</p> <p>Post 2016: year on year increase in number of dwellings and commercial floorspace up to completion</p>	<p>permission granted</p> <p>Dwelling and floorspace completions</p>	of reserved matters planning permissions by end of 2016	<p>developers to bring to site forward.</p> <p>Provide support when competing for available funding.</p> <p>Consideration to review of masterplan and policy.</p>
<b>Policy PS4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
PS4 Markham Vale	S6	Development of Markham Vale to reflect its importance of being identified as a strategic employment site	Completion of employment floorspace (B Use Classes) within the Markham Vale site.	Commencement on the Seymour Junction (north) phase by 2018.	<p>Discussion with landowners to discuss barriers to development.</p> <p>Consideration to review of planning permission and policy.</p>

		and Enterprise Zone  Year on year increase in completed employment floorspace  Enhanced Capital Allowance (ECA) qualifying development developed before 2017			
<b>Policy PS5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
PS5 Staveley and Rother Valley Corridor	S2 S4 S6 S7 S8 S9 S10 S12	Adopt Area Action Plan by end 2014  Detailed targets to be set out in AAP	Adoption date of AAP	AAP not adopted by end 2014	Review progress and consider alternative delivery mechanisms (e.g. outline planning application, LDO etc) or alternative mix of uses.
<b>Policy PS6</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Trigger</b>	<b>Contingencies</b>
PS6 Neighbourhood Plans	All.	Timetable and programme of support agreed in	Number of Neighbourhood Plans	A Neighbourhood Plan being approved.	Review Local Plan and incorporate neighbourhood plan proposals if necessary

		response to any formal requests for neighbourhood plans.	commenced Number of Neighbourhood Plans approved		
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## Appendix C Implementation

Policy Implementation Plan						
Policy	Local Plan: Sites and Boundaries	Supplementary Planning Document	Other DPD (eg: Area Action Plan)	Conditions on Planning Permission	Planning Obligation	Comment
CS1 Spatial Strategy	✓	✓	✓			
CS2 Principles for Location of Development	✓	✓	✓			
CS3 Presumption in favour of sustainable development	✓	✓	✓	✓	✓	
CS4 Infrastructure Delivery				✓	✓	Community Infrastructure Levy when adopted will be key to implementing this policy.
CS5 Renewable Energy	✓	✓				
CS6 Sustainable Design and Construction		✓		✓	✓	Existing suite of design-related SPDs to be reviewed. Residential Design SPD in preparation
CS7 Management of the Water Cycle	✓		✓	✓	✓	Stage 2 SFRA to be prepared as necessary for specific sites
CS8 Environmental Quality		✓		✓	✓	
CS9 Green Infrastructure and Biodiversity	✓	✓	✓	✓	✓	Deliver objectives of Chesterfield Greenprint
CS10 Phasing of Housing Delivery	✓	✓	✓			
CS11 Range of Housing		✓	✓	✓	✓	Review Affordable Housing SPD. Delivery to

<b>Policy Implementation Plan</b>						
<b>Policy</b>	<b>Local Plan: Sites and Boundaries</b>	<b>Supplementary Planning Document</b>	<b>Other DPD (eg: Area Action Plan)</b>	<b>Conditions on Planning Permission</b>	<b>Planning Obligation</b>	<b>Comment</b>
						reflect Strategic Housing Market Assessment
CS12 Gypsies and Travellers	✓					
CS13 Economic Growth	✓		✓	✓	✓	
CS14 Tourism and the Visitor Economy	✓		✓	✓	✓	
CS15 Vitality and Viability of Centres	✓	✓	✓	✓		Refer to town centre masterplans where relevant
CS16 Retail	✓			✓	✓	
CS17 Social Infrastructure	✓		✓		✓	
CS18 Design		✓		✓		Existing suite of design-related SPDs to be reviewed. Residential Design SPD in preparation
CS19 Historic Environment		✓		✓		Historic Environment SPD in preparation
CS20 Influencing the Demand for Travel	✓	✓	✓	✓	✓	
CS21 Major Transport Infrastructure	✓		✓			
<b>Place-Shaping Policies</b>						
PS1 Chesterfield Town Centre	✓	✓				Existing Chesterfield Town Centre Masterplan
PS2 Chatsworth Road	✓	✓				Existing General Development Framework
PS3 Waterside and the Potteries	✓	✓				Existing Planning Brief and Outline Planning

<b>Policy Implementation Plan</b>						
<b>Policy</b>	<b>Local Plan: Sites and Boundaries</b>	<b>Supplementary Planning Document</b>	<b>Other DPD (eg: Area Action Plan)</b>	<b>Conditions on Planning Permission</b>	<b>Planning Obligation</b>	<b>Comment</b>
						Consent
PS4 Markham Vale	✓	✓				Existing Outline Planning Consent and Design Framework
PS5 Staveley and Rother Valley Corridor	✓		✓			Area Action Plan to be prepared
PS6 Neighbourhood Plans	✓		✓	✓	✓	

## Appendix D Sustainability Appraisal Summary

### Purpose of the Sustainability Appraisal

The Sustainability Appraisal (SA) process is a way of ensuring that plans and programmes relating to the development and use of land are compatible with the aims of sustainable development. Sustainability looks at balancing a range of competing environmental, social and economic objectives when making decisions about the development and use of land. This summary outlines the main findings of the SA undertaken on the policy options that have been proposed during preparation of the Core Strategy.

### Sustainability Context

Throughout spring 2007 a sustainability scoping assessment was carried out by consultants to help ensure that the Sustainability Appraisal covered the key sustainability issues that are relevant to the future development of the borough. Relevant plans and programmes were reviewed to develop a wider understanding of the issues and priorities for the area, along with a description of current social, environmental and economic characteristics<sup>1</sup>.

### Key Trends

In order to assess what options would be most sustainable for the future development of the borough, key sustainability issues were identified. These have been separated into social, economic, environmental, and spatial issues. They comprise:

- **Social** – housing supply; crime and community safety; health and recreation; and provision of social capital.
- **Economic** – business development (existing and new); job creation; site and infrastructure provision; and town, district and local centres.
- **Environmental** – preventing loss of priority habitats; protection and enhancement of the green infrastructure; protecting the historic environment; minimising flood risk; efficient use of resources; and minimising the impacts of climate change.

### Difference the process has made to date

The Sustainability Appraisal process has played an important role in the development of the policies within the Core Strategy. It identified the likely significant effects of different options, which served to inform decisions about the approaches to be taken forward or developed. This process of iteration has been important in the development of clear and concise policies and the development of suggested mitigation measures.



Moreover, the Sustainability Appraisal process has given officers, decision makers and the wider community the opportunity to consider formally issues of sustainability alongside the plan making process. While this has not meant that all issues have been or can be resolved through the Local Development Framework process, it has served to raise greater awareness of the potential problems and trends that will face the borough in the future. Overall there are a number of key headline sustainability issues facing the borough over the Core Strategy period. These are shown at Table 2 alongside mitigation measures to address the potential negative impacts.

<b>Table 2. Core Strategy: Significant Effects</b>	
<b>Positive Effects</b>	
<ul style="list-style-type: none"> <li>• <b>Growth in town, district and local centres</b> – by locating services and facilities close to areas of population that are accessible by foot, cycle and public transport, the vitality and viability of the borough’s centres will be sustained. Non-car modes of travel can also be supported.</li> <li>• <b>Sustainable Design &amp; Renewable Energy</b> – the promotion of sustainable and renewable design measures will address the issue of climate change and promote the green economy.</li> <li>• <b>Green Infrastructure &amp; Biodiversity</b> – the protection and enhancement of the borough’s parks, open spaces, greenways, allotments and wildlife sites will give local communities access to recreation, tranquilly and wildlife and help the borough adapt to climate change</li> <li>• <b>Flood Prevention</b> – by locating development outside of flood zones and promoting flood mitigation measures, flood risk in the borough is not likely to increase.</li> <li>• <b>Economic growth</b> – the focus on including major new employment provision within regeneration projects will provide new jobs and prosperity.</li> <li>• <b>Tourism development</b> – by promoting the borough’s connections to the Peak District and by protecting and enhancing the borough key green infrastructure assets (e.g. country parks, Chesterfield Canal), the borough’s tourism profile is likely to grow.</li> <li>• <b>Historic Environment</b> – the historic and architectural assets of the borough will be protected and promoted.</li> <li>• <b>Regeneration of former industrial areas</b> – major regeneration of the borough’s former industrial areas will provide new jobs and housing and increase the attractiveness of the borough.</li> <li>• <b>New housing</b> – the housing needs of the borough will be met by new housing in areas close to existing communities, services and facilities.</li> </ul>	
<b>Negative Effects</b>	
<b>Issue</b>	<b>Mitigation measures</b>
<b>Renewable energy schemes</b> - there may be impacts on residential tranquillity as a result of some renewable energy schemes	Wind turbines and other forms of major renewable infrastructure will be located appropriately. <i>Policy CS5: Renewable Energy stipulates a buffer of 350 metres to locate wind turbines away from residents.</i>

(e.g. large wind turbines)	
<b>Traffic growth</b> - there is likely to be a growth in traffic as result of new housing and economic development	Sustainable forms of transport such as greenways, cycle routes, and pedestrian access will be promoted. <i>Policy CS20: Influencing the Demand for Travel will maximise opportunities for walking, cycling and public transport</i>
<b>Major transport infrastructure</b> - major road schemes could impact on the natural environment and decrease tranquillity	It is acknowledged that the impact of major new road building is significant, and proposals will be carefully considered and modelled by Derbyshire County Council. Following this modelling on impact, some road schemes could be reviewed. If put forward, schemes should be designed so as to minimise any impacts on biodiversity and local resident tranquillity (e.g. new planting, screening, etc). <i>Policy CS20: Influencing the Demand for Travel will maximise opportunities for walking, cycling and public transport.</i> <i>Policy CS9: Green Infrastructure will ensure any environmental impacts are mitigated.</i>
<b>Greenfield development</b> - development on greenfield sites could impact on the natural environment and decrease tranquillity	Sensitive sites will be avoided and new recreational areas and open space will be included as part of the masterplanning for new housing development. The following policies will provide a framework to ensure development is environmentally sustainable and meets the needs of local communities: <i>CS4 Infrastructure Delivery</i> <i>CS5 Renewable Energy</i> <i>CS6 Sustainable Design and Construction</i> <i>CS7 Managing the Water Cycle</i> <i>CS8 Environmental Quality</i> <i>CS9 Green Infrastructure and Biodiversity</i> <i>CS11 Range of Housing</i> <i>CS17 Social infrastructure</i> <i>CS18 Design</i> <i>CS20 Influencing the Demand for Travel</i>

## Conclusion

Overall, as a result of the Sustainability Appraisal process, a number of key objectives have arisen. These objectives should ensure that new development in the borough is sustainable. These are as follows:

- A concentrated form of development, primarily focusing on urban growth and brownfield regeneration, but also targeting areas outside the urban framework which require social and economic regeneration.
- Delivering the greatest proportion of growth in existing centres that have services and facilities that can meet the needs of a growing population.
- A commitment to redeveloping previously developed land prior to any greenfield development (although loss of some greenfield sites will be inevitable due to insufficient brownfield land to meet housing targets).
- Regeneration of former coalmining communities.
- Protection and enhancement of the historic environment and green infrastructure, including those assets relating to tourism.
- Greater consideration of design in relation to new development.
- Ensures development responds to the effects of climate change and makes prudent use of natural resources.

## **Appendix E Housing Trajectory**

Delivery of housing is distinct from the 5 year (plus 20%) supply of deliverable housing sites as defined in the NPPF paragraph 47 bullet point 2. The council's 5 year supply position is set out within the Authority's Monitoring Report and published annually on the council website.

The Housing Trajectory takes a cautious approach to potential delivery of sites over time. This does not equate to identifying the 5 year supply, and the number of dwellings delivered in any one year will vary depending on a range of factors, including market conditions.

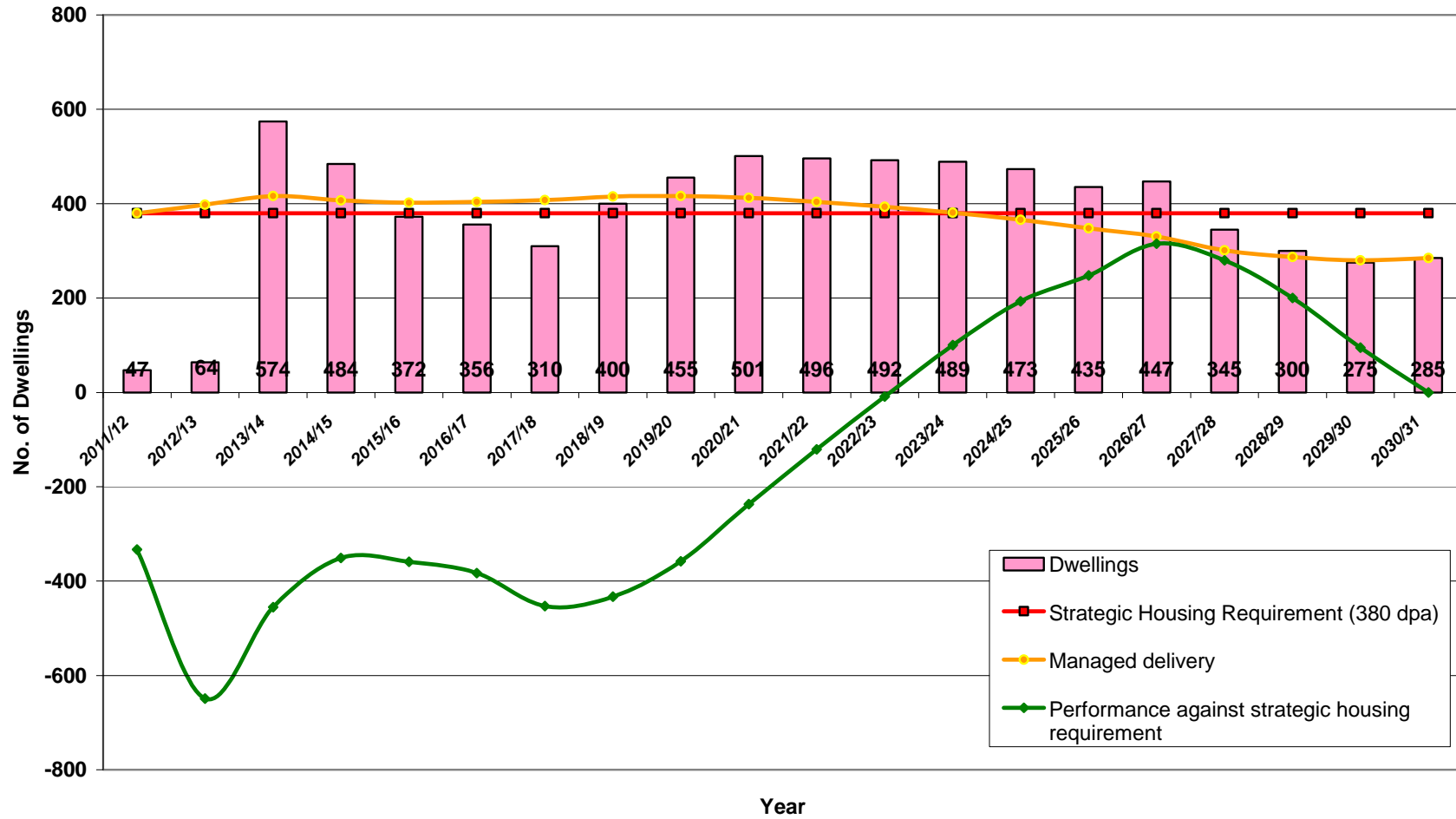
The Housing Trajectory table sets out the council's anticipated delivery over the plan period for each of the growth areas as set out in Policy CS1.

The council recognises that the delivery rates in 2011/12 and 2012/13 were below the annual requirement of 380 dwellings, notwithstanding a good supply of deliverable sites (deliverable as defined in the NPPF paragraph 47 bullet point 2). The trajectory graph illustrates both managed delivery and performance against the strategic housing requirement over the plan period.

## Housing Delivery Trajectory 2011 - 2031

Core Strategy Location for Development	Dwellings	% of overall total dwellings	Number of dwellings from Existing Planning Permission	% of dwellings from Existing Planning Permission	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
<b>Chesterfield Sub-Regional Centre</b>	3249	42.8%	1909	58.8%	47	57	320	363	240	245	180	180	205	205	176	172	160	160	160	160	69	50	50	50	3249
<b>Staveley and Rother Valley Corridor Strategic Site</b>	2000	26.3%	0	0.0%	0	0	0	0	0	0	50	150	150	150	150	150	150	150	150	150	150	150	150	150	2000
<b>Staveley</b>	328	4.3%	28	8.5%	0	7	45	10	35	15	0	0	0	20	20	20	20	20	20	20	20	20	20	16	328
<b>Local Service Centres</b>	823	10.8%	23	2.8%	0	0	59	31	57	42	40	30	60	60	60	60	49	45	45	45	46	50	25	19	823
<b>Regeneration Priority Areas</b>	1100	14.5%	0	0.0%	0	0	90	60	40	54	40	40	40	66	90	90	110	98	60	72	60	30	30	30	1100
<b>Local Centres</b>	100	1.3%	0	0.0%	0	0	60	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	100
<b>Total</b>	<b>7600</b>	<b>100.0</b>	<b>1960</b>	<b>25.8</b>	<b>47</b>	<b>64</b>	<b>574</b>	<b>484</b>	<b>372</b>	<b>356</b>	<b>310</b>	<b>400</b>	<b>455</b>	<b>501</b>	<b>496</b>	<b>492</b>	<b>489</b>	<b>473</b>	<b>435</b>	<b>447</b>	<b>345</b>	<b>300</b>	<b>275</b>	<b>285</b>	<b>7600</b>

### Housing Delivery Trajectory 2011 - 2031



## **Appendix F Evidence Base Documents**

The evidence base is regularly updated. The documents listed below are available at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase).

### **Regional**

Regional Spatial Strategy and Evidence

### **Housing**

Strategic Housing Requirement  
Strategic Housing Land Availability Assessment (SHLAA)  
Northern Sub-Regional Strategic Housing Market Assessment  
Housing Needs Study  
Chesterfield Borough Council Housing Strategies  
Sub-Regional Housing Strategy  
Gypsy and Traveller Accommodation Assessment  
Homelessness Strategy

### **Employment**

Employment Land Study  
Northern Sub-Region Employment Land Review  
Economic Development Strategies

### **Retail**

Retail Capacity Studies  
Local Centres Survey  
CACI 2010 Report - Chesterfield's Retail Offer

### **Environment**

Strategic Flood Risk Assessment (SFRA)  
Greenprint for Chesterfield  
Renewable and Low Carbon Energy Study  
Green Infrastructure Study  
Derbyshire Landscape Character Assessment  
Green Wedge and Strategic Gaps Assessment  
Derbyshire County Council - Areas of Multiple Environmental Sensitivity  
East Derbyshire Greenways Strategy  
Parks and Open Space Strategy

### **Transport**

Transport Study  
Derbyshire Local Transport Plan  
Network Rail East Midlands Route Utilisation Strategy

### **Minerals and Waste**

The Derbyshire Minerals and Waste Development Framework

### **Masterplans and Planning Briefs**

Chesterfield Town Centre Masterplan  
Land South of Chatsworth Road Masterplan

A61/River Rother Corridor Planning Brief  
Staveley and Rother Valley Corridor Evidence Base

**Infrastructure**

Infrastructure Study and Delivery Plan

**Communities**

Community Infrastructure Study

Eastern Villages Research Paper

Northern Housing Market Area Population and Household Projections

Community Profiles

State of the Borough Report

Community Strategy for Chesterfield and North East Derbyshire

Community Safety Partnership Plan

Census Data 2001

**Arts**

Chesterfield and North East Derbyshire Joint Arts Development Strategy

Public Arts Strategy



## Appendix G Parking Standards

1. This appendix sets out the off-street car, motorcycle and cycle parking standards required by the council for new developments.
2. The council considers that car parking requirements form part of a package of measures to promote sustainable transport choices and the efficient use of land. The car parking standards are therefore expressed as the maximum spaces appropriate for each type of development. Standards for residential schemes are expressed as a recommended maximum.
3. Standards for car parking, motorcycle and cycle parking serving people with a disability should be considered as minimum standards.
4. All floorspace is to be measured gross.

<b>USE CLASS A</b>		
<b>Class A1 Retail – Customers</b>		
		<u>Chesterfield Town Centre and adjoining sites</u>
<b>Customers</b>		
<i><b>Food retail</b></i>		
up to 1,000m <sup>2</sup>	1 space per 25m <sup>2</sup>	
over 1,000m <sup>2</sup>	1 space per 14m <sup>2</sup>	
<i><b>Non-food retail</b></i>		
up to 1,000m <sup>2</sup>	1 space per 25m <sup>2</sup>	
over 1,000m <sup>2</sup>	1 space per 20m <sup>2</sup>	
<b>Staff Parking</b>	1 space per 4 members of staff	
		No on-site provision required. Contributions to off site provisions and/ or other modes of transport to be negotiated.
<b>Class A2 – Financial Services</b>		
		<u>Chesterfield Town Centre</u>
<b>Customers and Staff</b>	1 space per 35m <sup>2</sup>	As A1
<b>Class A3 – Restaurants and Cafes</b>		
<b>Class A4 – Takeaways</b>		
<b>Class A5 – Drinking Establishments</b>		
<b>(Gross dining/ public bar/ lounge/ public area as appropriate)</b>		
		<u>Chesterfield Town Centre</u>
<b>Customers</b>	1 space per 5m <sup>2</sup>	As A1
<b>Employees</b>	1 space per 4 members of staff normally present during working hours	As A1
<b>USE CLASS B</b>		

### **Class B1 – Offices only**

#### Chesterfield Town Centre

up to 2,500m <sup>2</sup>	1 space per 25m <sup>2</sup>	1 space per 40m <sup>2</sup>
over 2,500m <sup>2</sup>	1 space per 30m <sup>2</sup>	1 space per 60m <sup>2</sup>

### **Class B1 – Non office, B2 – general industry and B8 – storage and distribution**

up to 2,500m <sup>2</sup>	1 space per 80m <sup>2</sup>
over 2,500m <sup>2</sup>	1 space per 180m <sup>2</sup>

### **USE CLASS C**

#### **Class C1 – Hotels and Guest Houses**

<b>Guests</b>	1 space per room
<b>Staff</b>	1 space per 10 bedrooms

#### **Class C2 – Residential Institutions**

##### **Residential care homes**

Staff on duty	1 space per 2 members
Residents	1 space per 4 bed spaces

#### **Class C3 – Dwellings**

Within the town and district centres that are well served by public transport and contain social and commercial facilities, the borough council will, where appropriate, permit residential development without dedicated parking. Elsewhere the amount of parking to be provided will be determined having regard to the following recommended maximum standards:

<b>1 bedroom dwellings</b>	1½ spaces per unit
<b>2 and 3 bedroom dwellings</b>	2 spaces per unit
<b>4 and over bedroom dwellings</b>	3 spaces per unit
<b>Elderly persons units</b>	1½ spaces per unit
<b>Houses in multiple occupation</b>	1 space per 2 units

The level of parking provision appropriate to any individual proposal will be assessed in the light of this standard, but will also take into account the circumstances of the particular scheme, including in particular:

- The size of the dwellings proposed.
- The type, mix and use of the development.
- The accessibility of the development including proximity of facilities such as schools, shops or employment areas.
- The availability of and capacity for safe on-street and public car parking in the area.

- Proximity to and availability of public transport and other sustainable transport options.
- The likelihood that any existing on-street parking problems will be made worse.
- Local car ownership levels
- Local air quality and the overall need to reduce the use of high-emission vehicles

## USE CLASS D

### Class D1 – Non Residential Institutions

#### 1 space per 5 seats or 5m<sup>2</sup> of public floor area

<b>Medical and Veterinary Surgeries and clinics</b>	1 space per medical member of staff
<b>Schools</b>	2 spaces per consulting room
<b>Crèche and Day Nurseries</b>	1 space per 2 members of staff normally on duty
	1 space per 2 members of staff

(Facilities should be provided clear of the highway to enable children to enter and leave parked cars and minibuses in safety, without vehicles reversing, unless the proposed facility is located where vehicles can wait to set down or pick up children safely on the highway.)

<b>Day Centres</b>	1 space per 2 members of staff
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### Class D2 – Assembly and Leisure

<b>Cinemas, music and concert halls, theatres</b>	1 space per 5 seats
<b>Bingo, swimming pools and other indoor leisure</b>	1 space per 5 seats or 25m <sup>2</sup> as appropriate

#### Outdoor recreation

<b>Outdoor racquet clubs</b>	3 spaces per court
<b>Sports fields</b>	12 spaces per pitch
<b>Bowling greens</b>	12 spaces per green
<b>Golf clubs</b>	120 spaces per 18 hole course
<b>Driving ranges</b>	1 space per bay
<b>Uses not included above</b>	Maximum parking for customers, visitors and staff.

## SUI GENERIS

<b>Amusement arcades</b>	As for A1
<b>Night clubs</b>	1 space per 5 seats or 25 m <sup>2</sup> as appropriate, or in town centres a contribution to off-site provisions and/ or other modes of transport to be negotiated.
<b>Laundrettes</b>	As for A1
<b>Cash and Carry premises</b>	1 space per 25m <sup>2</sup> gross

	1 space per 2 staff on duty
<b>Petrol filling stations and garages</b>	Customers - 1 space per 30m <sup>2</sup> Staff - 1 space per 100m <sup>2</sup> Car wash - 5 spaces per unit
<b>Taxi, vehicle hire and driving schools</b>	1 space per vehicle operated
<b>All other uses</b>	To be assessed individually.

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## OTHER PARKING REQUIREMENTS

### Cycle parking standards

For all housing consisting of flats there should be provision for secure cycle storage.

For all non-residential developments over 100m<sup>2</sup> but less than 1,000m<sup>2</sup>, there should be provision of three secure, and preferably covered, cycle parking spaces.

For all non-residential developments of 1,000m<sup>2</sup> and above, the provision of cycle parking spaces should follow the basic guideline of 5% of the maximum number of spaces provided for cars.

### Motorcycles

Any transport assessments and travel plans should indicate the expected level of demand for motorcycle parking and make provision for safe and secure motorcycle parking where appropriate.

For all housing consisting of flats there should be provision for secure motorcycle storage.

### Parking for People with a Disability

The council will seek an additional number of parking spaces for people with a disability in line with DETR Traffic Advisory Leaflet 5/95.

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## Appendix H Status of 2006 Replacement Chesterfield Borough Local Plan Policies

**Table 1: Policies from the 2006 Replacement Chesterfield Borough Local Plan superseded upon adoption of the Local Plan; Core Strategy**

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>LOCAL PLAN: CORE STRATEGY POLICY/POLICIES</b>
GEN 1	Overall Planning Vision for Chesterfield	CS1
GEN 2	Economic and Social Regeneration	CS1/CS13
GEN 3	Natural, Historic and Built Environment	CS19 & CS9
GEN 4	Urban Regeneration and Sustainable Land Use Mix	CS1/CS2
GEN 5	Homes and Neighbourhoods	CS1, CS6 8 CS11
GEN 6	Community Safety	CS18
GEN 7	Lifelong Learning, Health and Community Facilities and Services	CS17
GEN 8	Access for All	CS18
GEN 9	Infrastructure and Facilities	CS4
GEN 10	Sustainable Design	CS5/CS6/CS18
GEN 11	A61 Corridor Area of Major Change	PS3
GEN 12	Town Centre Northern Gateway Area of Major Change	PS1
GEN 13	Land South of Chatsworth Road Area of Major Change	PS2
HSN 3	Residential Development on Larger Windfall Sites	CS1/CS2
HSN 4	Re-use of Vacant or Underused Buildings	CS11, CS2 & CS18
HSN 5	Layout and Design of Residential Development (Including Residential Extensions)	CS18
HSN 6	Infill Residential Development	CS18
HSN 7	Affordable and Special Needs Housing	CS11
HSN 8	Sites for Gypsies and Travellers	CS12
EMP 1	Markham Vale Development	PS4 & CS13
EMP 3	Land for Employment Development in the A61 Corridor Area of Major Change	PS3 & CS13

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>LOCAL PLAN: CORE STRATEGY POLICY/POLICIES</b>
EMP 4	Land for Employment Development in the Area of Major Change to the South of Chatsworth Road	PS2 & CS13
EMP 6	Sites for Employment Development in the Long Term	PS5 & CS13
EMP 8	Layout and Design of Employment Development	CS18
EMP 9	Business and Industrial Development in Residential Areas	CS2 & CS13
EMP 10	Tourism Developments	CS14
EMP 12	Proposals for Visitor Accommodation	CS14
EVR 3	Landscape Character	CS9 & CS18
EVR 4	Protection of Wildlife Sites (1)	CS9
EVR 5	Protection of Wildlife Sites (2)	CS9
EVR 6	Protection of Habitats	CS9
EVR 7	Protection of Species	CS9
EVR 8	Protection of Trees and Woodlands and Hedgerows	CS9
EVR 10	Development and Flood Risk	CS7
EVR 11	Surface Water Drainage	CS7
EVR 12	Sewerage and Sewage Disposal	CS7
EVR 13	Protection and Enhancement of River and Canal Environments	CS9 & CS1
EVR 14	Restoration of Chesterfield Canal	CS1
EVR 15	Contaminated Land	CS8
EVR 16	Hazardous Substance Establishments	CS2
EVR 17	Development in Proximity to Major Hazard Installations	Policy not replaced
EVR 18	Development in Proximity to High Voltage Power Lines	CS2 & CS8
EVR 19	Telecommunications	CS2
EVR 20	Provision of Waste Management and Recycling Facilities	CS4
EVR 21	Protection of Waste Management Facilities, Sewage Treatment Works and Similar Operations	CS2 & CS8
EVR 22	Renewable Energy	CS5
EVR 23	Pollution and other Adverse	CS8 & CS2

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>LOCAL PLAN: CORE STRATEGY POLICY/POLICIES</b>
	Environmental Impacts	
EVR 24	Advertisements	CS18
EVR 25	Shop Fronts	CS18
EVR 26	Building Security	CS18
EVR 27	Percent for Art	CS18
EVR 28	Scheduled Ancient Monuments and Archaeological Sites	CS19
EVR 30	Conservation Areas	CS19
EVR 31	Demolition of Buildings or Structures in Conservation Areas	CS19
EVR 32	Buildings of Architectural and Historic Interest (Listed Buildings)	CS19
EVR 33	Development Affecting the Setting of a Listed Building	CS19
EVR 34	Historic Parks and Gardens	CS19
EVR 35	Recording of Listed Buildings, Conservation Areas and Historic Parks and Gardens	CS19
TRS 1	Transport Implications of New Development	CS20
TRS 4	Safeguarding of Land required for Transport Infrastructure to serve the A61 Corridor Developments	PS2
TRS 5	Chesterfield Town Centre Northern Gateway Area of Major Change	PS1 & CS20
TRS 7	Park and Ride/ Walk Sites	CS20
TRS 8	Car, Motorcycle and Cycle Parking Provision	CS18
TRS 9	Development in Place of Existing Car Parks in Town, District and Local Centres	CS18 & PS1
TRS 10	Off-street Parking	CS18 & PS1
TRS 11	Travel Plans	CS20
TRS 12	Provision for Pedestrians and Cyclists	CS20
TRS 13	Proposed Greenways and Strategic Walking and Cycling Routes	CS9
TRS 14	Protection of Footpath and Cycle Routes	CS20

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>LOCAL PLAN: CORE STRATEGY POLICY/POLICIES</b>
TRS 15	Provision for Buses	CS20
TRS 16	Contributions to Public Transport Infrastructure	CS20
TRS 17	Improving Access to the Railway Station	PS1
TRS 18	Provision for the Development of Rail Freight Facilities	PS4 & PS5
SHC 4	New Retail Development on Land Between Newbold Road and Saltergate	PS1
SHC 5	Large Format DIY Warehouse on Land at Derby Road	Policy not replaced (implemented)
SHC 6	Other Proposals for Retail Development in Edge-of-centre or Out-of-centre Locations	CS16
SHC 7	New Small Shops	CS16
SHC 8	Loss of Small Shops	CS17
SHC 9	Trade Retail and Showroom Type Premises	CS16 & CS13
SHC 10	Food and Drink Uses	CS15
SHC 11	Loss of Existing Food and Drink Uses	CS17
SHC 12	Nightclubs	CS15
SHC 13	Proposals for Amusement Centres and Casinos	CS15
SHC 14	Leisure Proposals	CS15 & CS14
POS 3	Public Open Space Requirements Resulting from New Development	CS9/CS4
POS 6	Chesterfield Football Club	Policy not replaced (implemented)
POS 7	Chesterfield Rugby Club	Policy not replaced (implemented)
CMT 2	Contributions towards Educational Facilities	CS4
CMT 3	Development of Health and Further Education Provision	CS4
CMT 4	Sites for Emergency Services	<i>Policy not replaced (implemented)</i>



**Table 2: Policies from the 2006 Replacement Chesterfield Borough Local Plan retained until adoption of the Local Plan; Sites and Boundaries and the Staveley and Rother Valley Corridor Area Action Plan.**

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>JUSTIFICATION</b>
HSN 1	Sites for Residential Development	Retention of allocations
EMP 2	Donkin / UEF site, Derby Road	Retention of boundary
EMP 5	Other Sites for Employment Development	Retention of boundary
EMP 7	Development in Existing Business and Industrial Areas	Retention of boundary
EMP 11	Ecodome Proposal	Retention of boundary
EVR 1	Green Belt	Retention of boundary
EVR 2	Development in the Open Countryside and Other Open Land	Retention of designation
EVR 9	Tree and Woodland Planting	Retention of allocation
EVR 29	Chesterfield Town Centre Historic Core	Retention of boundary
TRS 2	Transport Schemes Associated with Markham Employment Growth Zone (Markham Vale) and the M1	Retention of allocation
TRS 3	Chesterfield – Staveley Regeneration Route	Retention of allocation
TRS 6	Whitting Valley Link Road	Detailed issue to be determined at Sites and Boundaries stage.
SHC 1	Development within existing Town, District and Local Centres	Retention of allocations
SHC 2	Provision of New or Extended Local Centres	Retain site ( c )
SHC 3	New Retail Warehousing on Land at Markham Road	Retention of allocation
POS 1	Existing Parks and Open Spaces	Retention of allocation
POS 2	New Public Open Space	Retention of allocation
POS 4	Sports Pitches and Playing Fields	Retention of allocation
POS 5	Allotments	Retention of allocation
CMT 1	Education Sites	Retain site c
CMT 3	Development of Health and Further Education Provision	Retention of allocation

**Table 3: Policies from the 2006 Replacement Chesterfield Borough Local Plan that were not saved beyond June 2009.**

<b>2006 LOCAL PLAN POLICY NO.</b>	<b>2006 LOCAL PLAN POLICY TITLE</b>	<b>REASON FOR DELETION</b>
HSN 2	Sites for Housing Development 2011 - 2016	Implemented
EVR 7	Protection of Species	Protection through other legislation
TRS 15	Provision for Buses	Unnecessary.

## Appendix I Glossary

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### A

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#### ***Adoption***

The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA).

#### ***Affordable Housing (or sub-market housing)***

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

#### ***Ancient Woodlands***

Woodlands where there is believed to have been continuous woodland cover since at least 1600AD. Ancient woodland is likely to be home to more threatened species than any other habitat in the UK.

#### ***Ancillary Use / Operations***

A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

#### ***Archaeological Assessment / Evaluation***

An assessment of the potential archaeological interest of a site or building. This can be either a desk-based assessment or a field assessment, involving ground survey and small-scale pits or trial trenching carried out by professionally qualified archaeologist(s) looking for historical remains.

### B

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#### ***Biodiversity***

The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

#### ***Biodiversity Action Plan (BAP)***

A strategy prepared for a local area aimed at conserving and enhancing biological diversity.

#### ***BREEAM***

BREEAM (BRE Environmental Assessment Method) is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the measure used to describe a building's environmental performance.

#### ***Brief / Planning Brief***

A document containing guidance and specification about the way a site or group of sites should be developed. The term can refer to site-specific development briefs, design briefs, development frameworks and master plans that seek to positively shape future development.

#### ***Brownfield Land and Sites***

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See 'Previously-Developed Land'.

### ***Building for Life***

A framework developed by Centre for Architecture and Built Environment (CABE) which is used as an indication of the design quality of new housing developments. The assessment comprises a set of 20 questions, which are used to evaluate the quality of new housing developments.

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## **C**

### ***Change of Use***

A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

### ***Circular***

A government publication setting out policy guidance and procedural matters.

### ***Climate Change***

Changes to weather patterns caused by increased emissions of 'greenhouse' gases including CO<sub>2</sub>. The changes are thought likely to bring wetter winters and hotter drier summers.

### ***Code for Sustainable Homes***

An environmental impact rating system for housing in England & Wales, setting new standards for energy efficiency (above those in current building regulations) and sustainability which are not mandatory under current building regulations but represent important developments towards limiting the environmental impact of housing.

### ***Community Infrastructure Levy (CIL)***

This is a local levy which local authorities can choose to apply to most new developments in their area in order to secure contributions towards funding for essential local or sub-regional infrastructure. It is aimed at providing top-up funding for the infrastructure necessary to mitigate the effects of housing and economic growth, for example roads, public transport, schools, health facilities, flood defences or sports facilities.

### ***Comparison Retail / Floorspace***

Durable goods such as clothing, household goods, furniture, DIY and electrical goods

### ***Conditions (or 'planning conditions')***

Requirements attached to a planning permission to limit, control or direct the manner in which a development is carried out.

### ***Conservation Area***

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Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

### ***Contaminated Land***

Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned, or the harmful effects reduced to an acceptable level

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## **D**

### ***Derbyshire STEAM Model***

#### **STEAM (Scarborough Tourism Economic Activity Monitor)**

STEAM is an economic impact model, operated by Global Tourism Solutions (UK) Ltd. It uses existing sources of local data to identify trends. Each annual data report gives realistic estimates on a monthly basis of:

- ♣ Visitor numbers
- ♣ Visitor movement/flow
- ♣ Revenue generated from visitors - relating to types of accommodation and different sectors of tourism – hospitality, transport, leisure, retail
- ♣ Number of people employed in tourism related sectors
- ♣ Peaks and troughs/trends

### ***Derbyshire Wildlife Trust***

Aims to raise awareness of potential threats to wildlife in Derbyshire and encourage individuals and organisations to take responsibility for caring for their local environment.

### ***Designing Out Crime***

The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

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### ***Development Plan Documents (DPDs)***

Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework.

Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.

All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and be adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework.

### ***District Centre***

A group of shops, community uses and service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre, but with more variety than local centres.

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## **E**

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### ***East Midlands Route Utilisation Strategy 2010***

East Midlands Route Utilisation Strategy was published on 26th February 2010. The Strategy covers services operating on the railway network within the East Midlands Region. All passenger and freight services that use it for part or all of their journeys are covered. The Strategy identifies an emerging trend on a number of key corridors, including the Midland Main Line, where a combination of rolling stock allocation, the limitations of the existing infrastructure, growth projections for both freight and passenger traffic and the desire for improved connectivity are likely to drive significant change over the next 10 years. The Strategy has appraised, and recommends a number of options to address these gaps, including train lengthening, additional services and upgraded infrastructure to increase capacity on these routes.

### ***Edge-of-Centre***

A location that is within easy walking distance (often considered 200-300 metres) of the primary shopping area.

### ***Environmental Impact Assessment (EIA), and Environmental Statement (EA)***

Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

### ***Exceptions Test***

The Exception Test is a series of three criteria as shown below, all of which must be satisfied for development in a flood risk area to be considered acceptable. For the Exception Test to be passed:

- a) It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA;
- b) The development should be on developable previously developed land or, if not, it must be demonstrated there is no such alternative land available; and
- c) A FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. All three parts of this test must be satisfied in order for the development to be considered appropriate in terms of flood risk. There must be robust evidence in support of every part of the test.

## **F**

### ***Flood Plain***

Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood, or would flow but for the presence of flood defences.

### ***Flood Risk Assessment***

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

### ***Flood Zones***

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National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding (less than 1 in 100). Zone 2 covers areas with low to medium risk (between 1 in 20 and 1 in 10). Zone 3 covers areas of high risk (greater than 1 in 10). The Environment Agency produces maps of these zones and updates them every 3 months.

### ***Functional Floodplain***

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their SFRAs areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. The identification of functional floodplain should take account of local circumstances and not be defined solely on rigid probability parameters. But land which would flood with an annual probability of 1 in 20 (5% or greater in any year, or is designed to flood in an extreme (0.1%) flood, should provide a starting point for consideration and discussions to identify the functional floodplain.

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## **G**

### ***Green Belt (not to be confused with the term 'greenfield')***

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:

- check the unrestricted sprawl of large built-up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

Green belts are defined in a local planning authority's development plan.

### ***Green Infrastructure (GI)***

This is a strategic network of multi-functional green space, both rural and urban, which supports natural and ecological processes, has the potential to provide sustainable transport routes and is integral to the health and quality of life in sustainable communities.

### ***Greenprint***

Chesterfield Greenprint is an action plan to increase biodiversity in line with the targets in the Lowland Derbyshire Local Biodiversity Action Plan. It sets local targets for priority habitats and species.

### ***Greenways***

Are generally car-free off-road routes for shared use by people of all abilities on foot, bike or horseback.

### ***Green Wedges***

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Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

### ***Greenfield Land or Site***

Land (or a defined site) usually farmland, that has not previously been developed.

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## **H**

### ***Habitats Regulations Screening***

A 'Habitats Regulations Assessment is a formal assessment of the impacts of a plan or project on specific nature conservation areas, namely Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs and Ramsar sites. The assessment is undertaken under the Habitats Directive and Regulations.

### ***Hazardous Waste***

Wastes that have the potential to cause harm to human health or the environment.

### ***Heritage Assessment***

A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment, and include designated heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens or Conservation Areas) and assets identified by the local planning authority during the process of decision making or through the plan making process. (e.g. local listings)

### ***Historic Environment***

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

### ***Historic Environment Record***

A resource that contains information on the historic environment within a defined geographic area.

### ***Housing Market Area***

Sub-regional housing market areas are geographical areas defined by household demand and preferences for housing. They reflect the key functional linkages between places where people live and work. Housing market areas may be comprised of smaller, more local sub-markets and neighbourhoods which can be aggregated together to identify sub-regional housing market areas.

### ***Housing Trajectory***

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means of showing of past and future housing performance by identifying the predicted provision of housing over a period of time.

I

### ***Index of Multiple Deprivation***

The English **Indices of Deprivation** measures relative levels of **deprivation** in small areas of England called Lower Layer Super Output Areas.

### ***Infill Development***

The development of a relatively small gap between existing buildings.

K

### ***Key Diagram***

An illustration of the main policies and proposals in the Core Strategy on a non-Ordnance Survey map base.

L

### ***Landfill Gas***

The gas generated in any landfill site accepting biodegradable material. It consists of a mixture of gases, mainly methane and carbon dioxide, and usually has the potential to be a biofuel.

### ***Landscape Character***

The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape and give it recognisable identity. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

### ***Lifetime Homes Standards***

Relates to the interior and exterior features of the home, which must be addressed to ensure that a house can be adapted to meet the changing needs of individuals during their lives. There are 16 Design Criteria which dwellings must incorporate to achieve the Lifetime Homes Standard.

### ***Listed Building***

Designated heritage assets of national importance, and are included on the statutory list of buildings of special architectural or historic interest.

### ***Listed Building Consent***

Consent required for the demolition, in whole or in part of a listed building, or for any works of alteration or extension that would affect the character of the building.

### ***Local Centre***

A small group of shops and perhaps limited service outlets of a local nature (for example in a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.

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### ***Local Enterprise Partnership (LEP)***

Will replace the eight regional development agencies outside Greater London in England under the current coalition government. These measures are to be enacted as part of the Public Bodies (Reform) Bill and are expected to be implemented in April 2012. Local enterprise partnerships are locally-owned partnerships between local authorities and businesses. Local enterprise partnerships will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. As local enterprise partnerships are based on more meaningful economic areas, they will be better placed to determine the needs of the local economy along with a greater ability to identify barriers to local economic growth. Chesterfield Borough is currently a member of two LEPs Derby, Derbyshire, Nottingham, Nottinghamshire and Sheffield City Region.

### ***Local Green Spaces***

Green areas of particular local importance identified for special protection according to criteria set out in the NPPF.

### ***Local Service Centre***

Three well developed local centres with good retail, service and community facilities with good public transport links.

### ***Local Development Document (LDD)***

A document contained in a Local Development Framework.

### ***Local Development Framework (LDF)***

Local Development Framework (LDF) is a term used to describe a folder of documents, which includes all the local planning authority's local development documents. A LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents
- Proposals Map

The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added
- any policies or guidance saved from the pre-2004 development plan system

### ***Local Development Scheme (LDS)***

The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.

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### ***Local Distinctiveness***

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The positive features of a place and its communities which contribute to its special character and sense of place.

### ***Local Nature Reserve***

An area designated by a local authority for the management of a habitat of local significance where protection and public understanding of nature conservation is encouraged. (See also Site of Nature Conservation Importance)

### ***Locally Important Building***

Buildings and structures identified as having a degree of significance in terms of historic, architectural, archaeological or artistic interest. Like all heritage assets, local listings are valued components of the historic environment.

### ***Local Plan***

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

### ***Local Transport Plan***

A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local Transport Plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy.

### ***Local Wildlife Sites***

Local wildlife sites are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites

### ***Lowland Derbyshire Biodiversity Partnership***

Consists of over 90 organisations from the private, public and voluntary sectors. The Partnership works together to achieve the targets in the Lowland Derbyshire Biodiversity Action Plan and promotes the protection and conservation of priority habitats and species.

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## **M**

### ***Major/Minor Development***

For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses, a major development is one where the floorspace to be built is 1000 square metres or more, or where the site area is 1 hectare or more. A Minor development is one that does not meet these conditions.

### ***Major Hazard Zone***

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Area within which the LPA will consult the Health and Safety Executive on the sensitivity and risk of siting new development close to sites where significant quantities of hazardous substances are stored.

**Master Plan**

A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or group of sites. To provide detailed guidance for subsequent planning applications.

**Mixed use**

Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**N**

**National Park**

The statutory purposes of national parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. National parks are designated by the Countryside Agency, subject to confirmation by the Secretary of State under the National Parks and Access to the Countryside Act 1949.

**National Planning Policy Framework**

Document that sets out the Government's planning policies for England and how these are expected to be applied.

**Nottingham Declaration on Climate Change**

Is a statement of commitment that over 90% of English councils have signed, demonstrating their support for action to reduce carbon dioxide emissions from their own activities and those within the community that contribute to climate change. The declaration was originally launched at a conference in Nottingham in October 2002.

**O**

**Office for National Statistics**

The Office for National Statistics (ONS) is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to Parliament. ONS is the UK Government's single largest statistical producer.

**Outline application**

A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

**Out-of-Centre**

In retailing terms, a location that is clearly separate from the primary shopping area of a town centre but not necessarily outside the urban area.

**P**

### ***Passive Solar Design***

All the methods of architectural design and construction intended to capture and store the sun's heat. Very simple examples include a garden greenhouse, or a south-facing window in a dwelling.

### ***Permitted Development (or Permitted Development Rights)***

Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

### ***Phasing or Phased Development***

The programming of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.

### ***Planning & Compulsory Purchase Act 2004***

The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

- a statutory system for regional planning
- a new system for local planning
- reforms to the development control and compulsory purchase and compensation systems
- removal of crown immunity from planning controls.

### ***Planning Obligations and Agreements***

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.

### ***Planning Permission***

Formal approval sought from a local planning authority (such as Chesterfield Borough Council) to allow a proposed development to proceed. Often granted with conditions. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

### ***PM2.5***

PM2.5 stands for Particulate Matter of less than 2.5  $\mu\text{m}$ , which is covered by the PM10 heading. It is believed that PM2.5 are responsible for much of the health affects attributable to PM10. PM2.5 particles can remain suspended in air for long periods and can be transported by winds over long distances.

### ***PM10***

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The PM10 (particulate matter measuring 10 micrometres or less) standard was designed to identify those particles likely to be inhaled by humans, and PM10 has become the generally accepted measure of particulate material in the atmosphere in the UK and in Europe. The main sources of primary PM10 are road transport (all road transport emits PM10, but diesel vehicles emit a greater mass of particulate per vehicle kilometre), stationary combustion (domestic coal combustion has traditionally been the major source of particulate emissions in the UK) and industrial processes (including bulk handling, construction, mining and quarrying).

***Previously Developed Land (PDL) or 'Brownfield' land***

Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. (Definition from Annexe B of Planning Policy Guidance Note 3 Housing).

***Primary Frontages***

The most important shopping frontages of the town centre. Most will have a high proportion of shops.

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***Protected Species***

Plants and animal species afforded protection under certain Acts of Parliament and Regulations.

***Public Art***

Works of art visible to or benefitting the general public. Can be permanent or temporary, usually manifested physically, such as sculpture, lighting effects, street furniture, paving, railings or signs, but can also be manifested as an activity, event or abstract commission, such as a piece of music or a dance.

***Public Open Space***

Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

***Public Realm***

The publicly accessible external space including pavements, streets, squares, parks.

R

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***Registered Parks and Gardens***

These are designated heritage assets of national importance and are registered for their special historic interest.

***Registered Social Landlord***

Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.

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**Renewable and Low Carbon Energy**

is energy that can help reduce emissions of CO<sub>2</sub> and other 'greenhouse' gases (compared to the conventional use of fossil fuels). Renewable and low carbon energy supplies include, but not exclusively, biomass and energy crops; combined heat and power; heat pumps, such as ground-source and air-source heat pumps; energy from waste including from solid recovered fuel; hydro; solar thermal and photovoltaic generation and wind generation.

**Retail Floorspace**

Total floor area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).

**Retail Offer**

The range and mixture of different quality, sizes and types of shop within or outside town, district or local centres.

**Retail Study**

This study has been undertaken jointly for Chesterfield and North East Derbyshire and will provide key evidence for possible future retail and leisure development in the borough. Nathaniel Lichfield & Partners (NLP) were commissioned by Chesterfield Borough Council and North East Derbyshire District Council to prepare a joint retail capacity study including an assessment of the main town centres within the authorities, namely Chesterfield, Staveley, Chatsworth Road, Whittington Moor, Dronfield, Clay Cross, Eckington and Killamarsh. The study assesses the future need for additional retail and commercial leisure facilities.

**Retail Warehouses**

Large, usually out-of-town or out-of-centre units selling bulky non-food items such as DIY, furniture, leisure and household goods.

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**S****Saved Policies / Saved Plan**

Policies within unitary development plans, local plans and structure plans that are saved for a time, pending their replacement through production of Local Development Documents.

**Secondary frontages**

Important shopping frontages in the town centre, generally with a greater diversity of ancillary retail uses than the primary frontages.

**Section 106 Agreement**

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.

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**Sequential approach / sequential test**

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A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

***Setting (of a Heritage Asset)***

Is defined as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.

***Strategic Flood Risk Assessment (SFRA)***

The aim of the SFRA is to map all forms of flood risk and use this as an evidence base to locate new development primarily in low flood risk areas (Zone 1). Areas of 'low' (zone 1), 'medium' (zone 2) and 'high' (zone 3) risk are mapped using data collected from many sources, including the Environment Agency Derbyshire Highways, as well as the borough council.

***Sheffield City Region***

Brings together the eight local authorities of Barnsley, Bassetlaw, Bolsover, Chesterfield, Doncaster, North East Derbyshire, Rotherham and Sheffield to work with businesses and other partners towards a common goal of encouraging growth and economic activity to create a prosperous and sustainable City Region.

***Significance of a Heritage Asset***

The value of a heritage asset to this and future generations because of its archaeological, architectural artistic or historic interest.

***Site of Nature Conservation Importance (SINC)***

Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

***Smarter Choices***

Smarter Choices are techniques for influencing people's travel behaviour towards more sustainable options, such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up web sites for car share schemes, supporting car clubs and encouraging teleworking.

***Social Infrastructure***

Facilities enabling social interaction and well being including community, leisure, cultural, education and children's services, adult care and health buildings and other facilities such as local shops, places of worship, allotments, pubs and post offices

***Special Needs Housing***

Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.

***Strategic Gap***

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Land with predominantly open or rural appearance maintained to prevent neighbouring areas from merging into one another.

***Sui-Generis***

A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order 2005, for example amusement arcades, launderettes, car showrooms and petrol filling stations.

***Superstore***

A self-service store selling mainly food, or food and non-food goods, usually of more than 2,500 square metres of trading floor space, with a large car park.

***Supplementary Planning Document (SPD)***

A Local Development Document that may cover a range of issues, thematic or site specific, and which provides further detail of policies and proposals in a 'parent' Development Plan Document. Under the new planning system, this class of document is intended to take the place of Supplementary Planning Guidance (SPG) in due course.

***Supplementary Planning Guidance (SPG)***

Document produced under the old development plan system which could cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. Intended to be replaced by Supplementary Planning Documents under the post-2004 planning system.

***Sustainability Appraisal (including Strategic Environmental Assessment)***

An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development.

***Sustainable Community Strategy***

A strategy prepared by a local strategic partnership (***LSP***) under Local Government Act 2000 to improve quality of life and aspirations in the area which it covers. The Chart LSP has prepared one for the administrative areas of Chesterfield Borough and North East Derbyshire District Council covering the period 2009-2026. Derbyshire County Council has similarly prepared one covering its administrative area for the period 2009-14.

***Sustainable Development***

The UK Sustainable Development Strategy 'Securing the Future' sets out five guiding principles of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

***Sustainable Drainage Systems***

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Drainage techniques used with developments to help return excess surface run-off to natural watercourses (rivers, streams, lakes and so on) without negatively affecting people and the environment. These might include ponds or reed beds to hold water before it runs into a watercourse.

***Sustainable travel / sustainable transport***

Often meaning walking, cycling and public use of transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and likely to contribute less to traffic congestion and pollution than one-person car journeys.

**T**

***Town Centres***

Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a local authority's area.

***Town Centre Uses***

These are uses other than shopping that are commonly found in town centres including residential, food and drink, offices and leisure.

***Townscape***

Character and appearance of spaces and buildings in an identified area of a town.

***Transport***

Infrastructure, facilities, networks and services that improve access and connectivity including roads and highways; public transport; community transport services; cycle and pedestrian facilities and networks; street lighting; and travel plans

***Transport Assessment***

An assessment of the traffic impact of a proposed development including measures to ensure highway safety and encourage the use of sustainable transport.

***Travel Demand Management***

Planning the travel impacts of existing and new developments to minimise travel needs and provide travel choices, for example by efficient car usage (including car sharing), bicycles, and walking and public transport.

***Tree Preservation Order (TPO)***

A mechanism for securing the preservation of single trees or groups of trees of acknowledged public amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

**U**

***Unauthorised Development***

Development that has taken, or is taking place, without the benefit of planning permission. It may be the subject of enforcement action if to allow the development could conflict with the policies of the Local Development Framework or other material considerations.

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**Urban Design**

The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

**Urban Fringe**

The urban fringe is the transitional area at the point where urban areas meet the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to make such provision.

**Use Classes Order**

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

V

**Viability**

In terms of retailing, a centre that is capable of commercial success. In terms of community facilities such as village shops and pubs, operations which are capable of being sustained on the evidence of projected resources and usage.

**Vitality**

In terms of retailing, the vigour of a centre or individual shop's day to day trading, or the capacity of a centre to grow or develop its level of activity.

W

**Water Cycle**

the cycle of water from groundwater, to stream, to river, to ocean, to clouds (by evaporation), to rain, and back to groundwater.

**Wildlife Corridor**

Strip of land (for example, along a hedgerow) conserved and managed for wildlife, usually linking more extensive wildlife habitats.

**Windfall Site**

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.

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